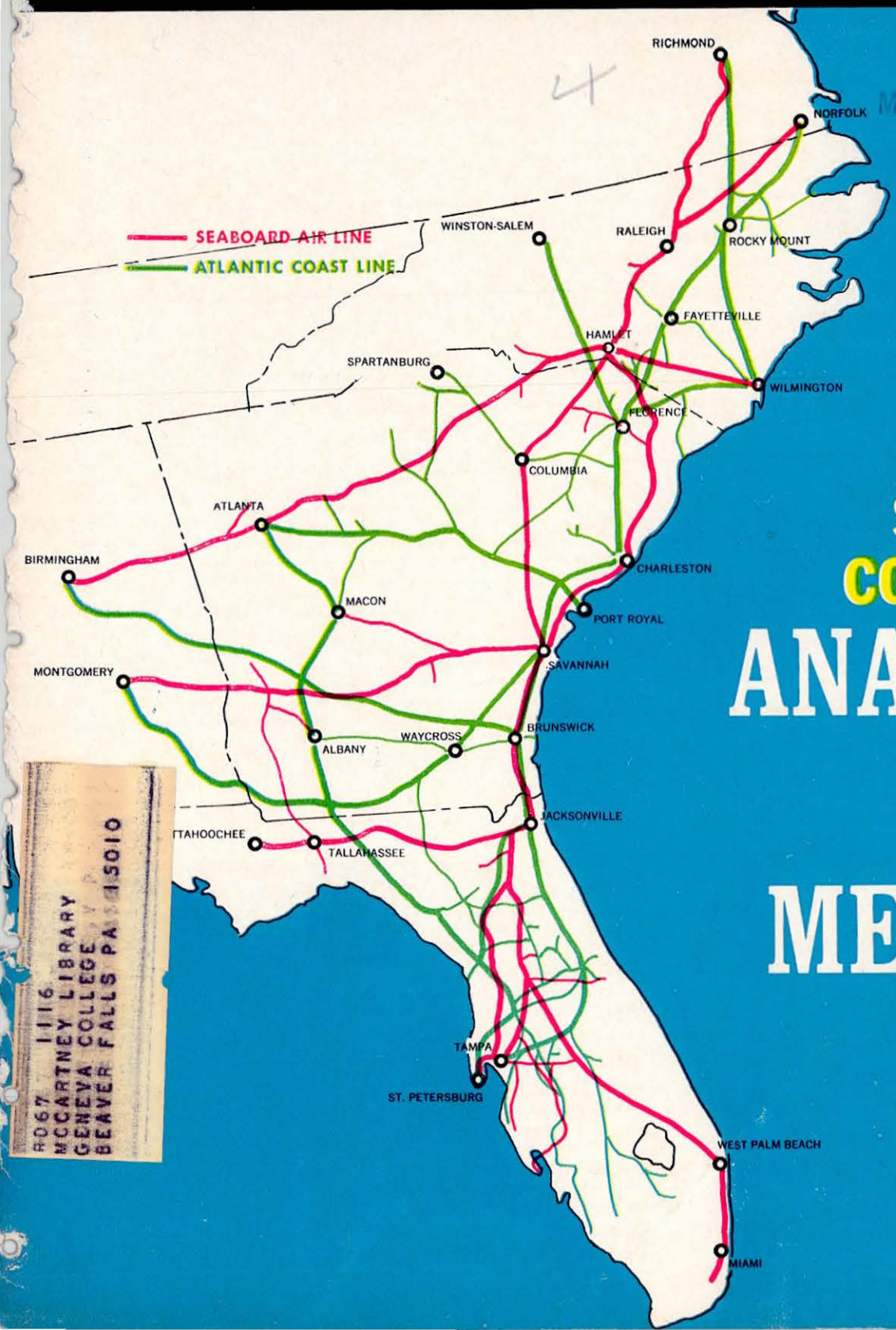
GRAIN HAULERS SEE EASING OF CAR PROBLEMS

JULY 24, 1967

RAILWAY AGE

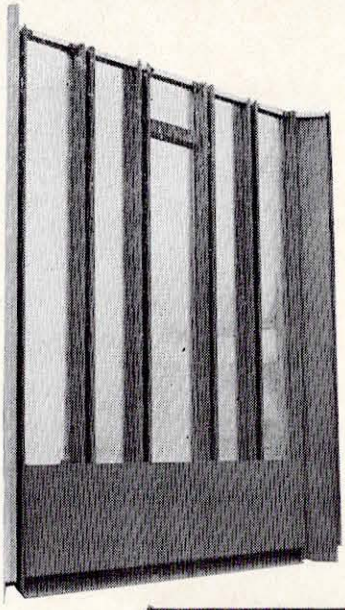
THE TRANSPORTATION WEEKLY



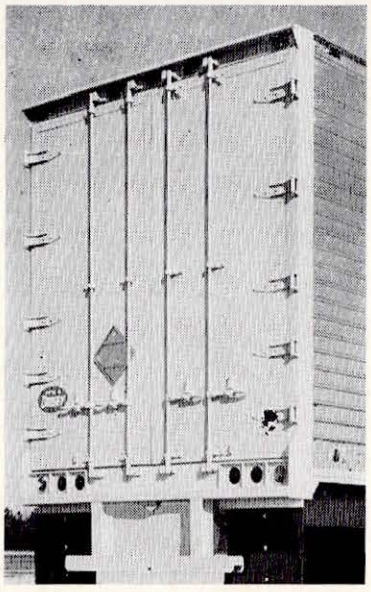
SEABOARD COAST LINE: ANATOMY OF A MERGER

McCARTNEY LIBRARY
GENEVA COLLEGE
BEAVER FALLS PA 15010
RO67 1116

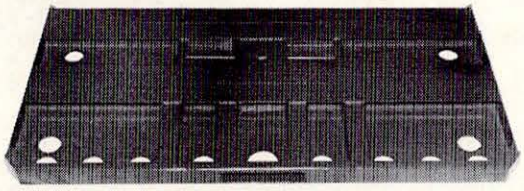
Here are a few of the reasons Dorsey piggyback trailers have a *remarkable record of reliability!*



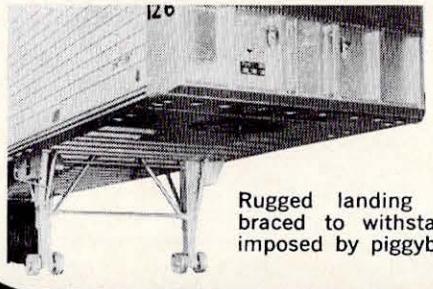
Full length nose posts give extra strength. The entire front frame, including diagonal corners, is jig-welded before installation. The steel bulkhead in the lower portion provides lateral support and wards off fork lift bumps.



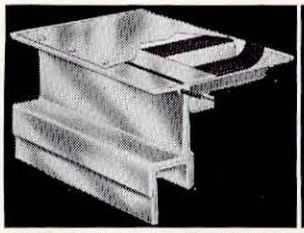
Rear frame is a jig-welded hi-tensile steel structure. Doors are full-opening and lights are completely protected by rear skirt.



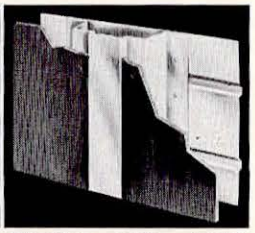
Pedestal type forged steel king pin extends all the way through the hi-tensile steel upper fifth wheel assembly and is welded top and bottom. Four structural steel "T" members extend full width to reinforce the load carrying area.



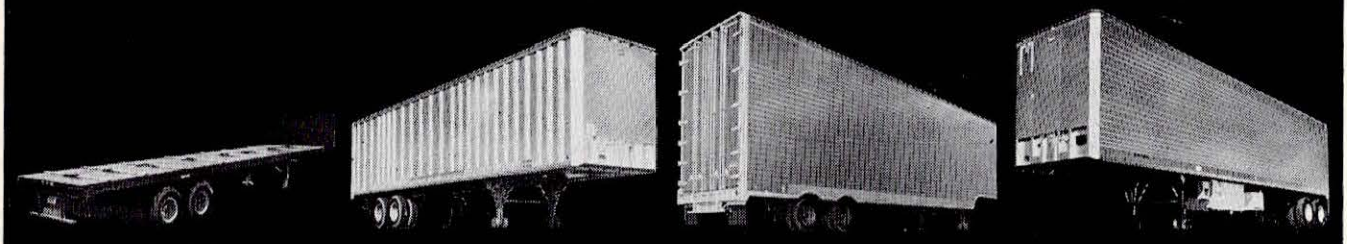
Rugged landing rear is fully-braced to withstand the strain imposed by piggyback service.



Leakproof roof is riveted outside the trailer body to extruded aluminum cove rail containing wiring.



Massive side posts permit flush mounting the lining on interior post models.



Dorsey builds a trailer to dependably haul any kind of freight. For engineering assistance or quotations, call and a Dorsey Executive Account Manager will be at your desk within hours.

DORSEY TRAILERS®

DORSEY TRAILERS/ELBA, ALABAMA

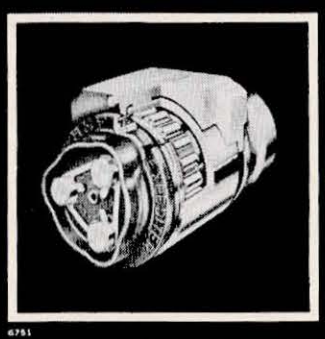
A Subsidiary of The Dorsey Corporation

Circle 1 on reader service coupon

Circle 4 on reader service coupon ►

Life seem a little short with tapers?

Get 20% more with SKF cylindricals.



Don't take our word for it. SKF® cylindrical roller bearings last 20% longer according to formulas of the Anti-Friction Bearing Manufacturers Association. What's more, the SKF "Expediter"® disassembles completely for easy, thorough inspection and economical replacement of individual parts. And it's the only railroad bearing with lateral tolerances that aren't affected by mounting operations. To prove it to yourself, call your Abex representative. Or write for our "Expediter" booklet to:

Abex CORPORATION

Railroad Products Division

530 FIFTH AVENUE, NEW YORK, N.Y. 10036

6751

®A REGISTERED U.S. TRADEMARK OF SKF INDUSTRIES, INC.

"G" DESIGN "EXPEDITER" SALES AND SERVICE BY ABEX CORPORATION.

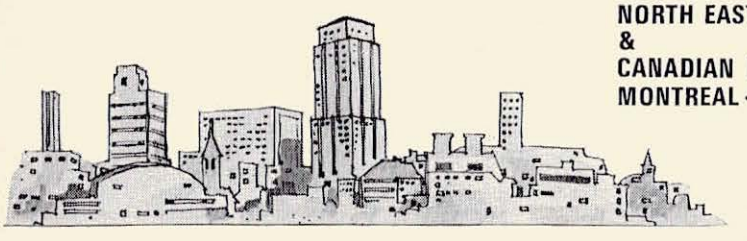
WESTCODE

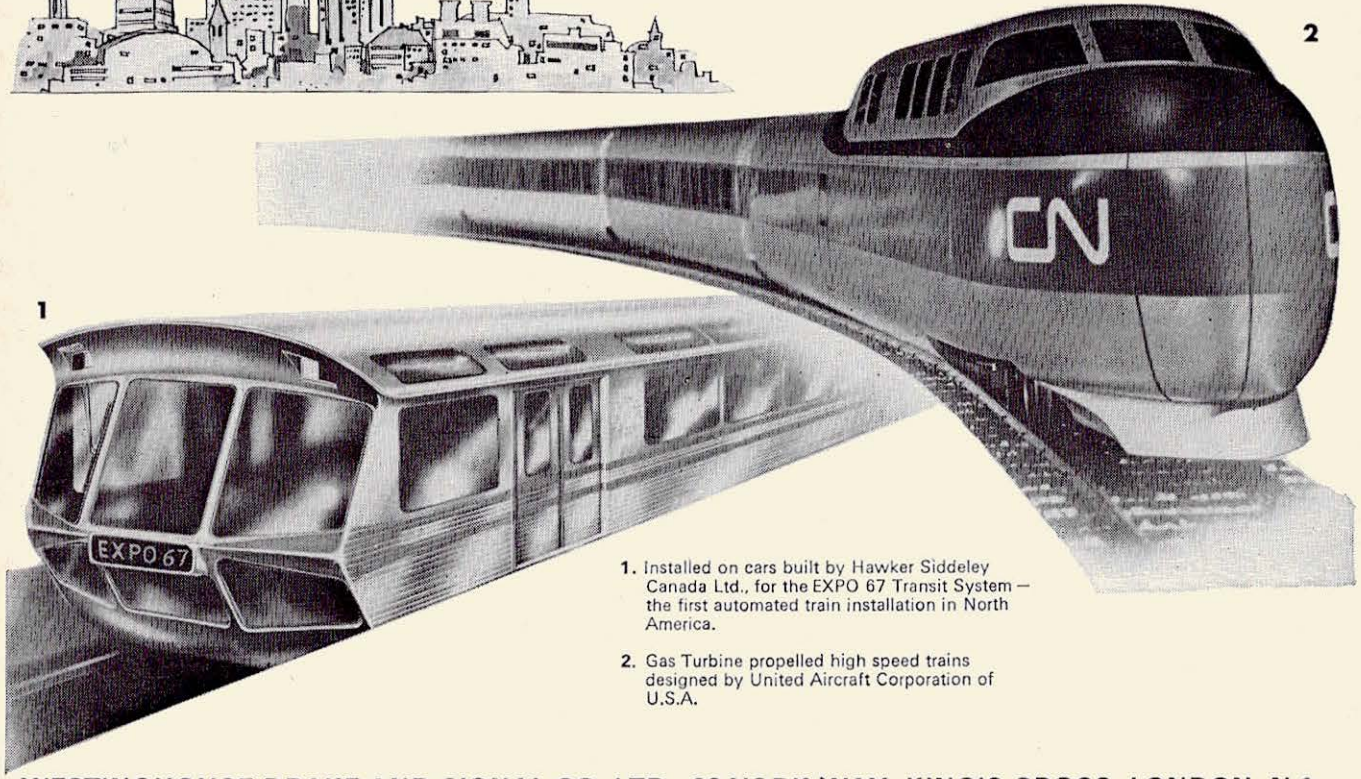
two more important firsts for the most advanced rapid transit brake in production in the world...

WESTCODE is supported by over 12,000 car sets of rapid transit car experience

WESTCODE is in service or has been ordered by

TORONTO TRANSIT COMMISSION
SPANISH NATIONAL RAILWAYS (RENFE)
ROTTERDAM METRO
UNITED AIRCRAFT CORPORATION HIGH SPEED TRAINS FOR—
U.S. DEPARTMENT OF COMMERCE FOR THE NORTH EAST CORRIDOR
&
CANADIAN NATIONAL RAILWAYS SERVICE
MONTREAL—TORONTO





1. Installed on cars built by Hawker Siddeley Canada Ltd., for the EXPO 67 Transit System — the first automated train installation in North America.

2. Gas Turbine propelled high speed trains designed by United Aircraft Corporation of U.S.A.

WESTINGHOUSE BRAKE AND SIGNAL CO. LTD., 82 YORK WAY, KING'S CROSS, LONDON, N.1

Represented in U.S.A. by
AiResearch Manufacturing Division
Los Angeles, California

Circle 5 on reader service coupon

RAILWAY AGE July 24, 1967 • Vol. 163, No. 3

THIS WEEK

16 Seaboard Coast Line: Anatomy of a merger

After a stormy nine-year courtship, the Atlantic Coast Line and the Seaboard Air Line have finally tied the knot.

22 Grain roads see few car problems

The granger lines are planning to handle this year's bumper grain crop with a bumper crop of jumbo covered hopper cars.

24 $8.1-million outlay pays off for the GN

The road spent that much for new facilities which, plus a unit-train, will help rush iron ore into the holds of Great Lakes ships.

29 Coast Line simplifies brake rigging on older diesels

An ingenious development, utilizing composition brake shoes, permits removing half the rigging, with no loss in braking power.

38 Viewpoint: The strike that shouldn't have been

If events of recent days ended what labor organizations call "free" collective bargaining, they have only themselves to blame.

DEPARTMENTS

23	As the Editor Sees It	30	People in the News
33	Freight Carloadings	7	Short and Significant
32	Letters from Readers	31	Supply Trade
12	Lines on Labor	38	Viewpoint
8	Monday Morning Report	36	Watching Washington
33	New Equipment	11	Week at a Glance
28	New Products Report	34	You Ought to Know

Editorial and Executive Offices
New York, N.Y. 10007, 30 Church St.
Western Editorial Offices
Chicago, Ill. 60604, 14 E. Jackson Blvd.

ROBERT G. LEWIS: Publisher
LUTHER S. MILLER: Editor
FRED C. MILES: Executive Editor

Managing Editor: Edward F. Donlon
Traffic-Transportation: Gardner C. Hudson
Transit Editor: Joseph Asher
Mechanical:
C. L. Combes F. N. Houser
Art Director: Joel Petrower
Art Editor: Maurice H. Mates
Art Assistant: Marvin Friedman
Editorial Assistant: June Meyer
Director of Research: H. B. Bolander
Librarian: Edith C. Stone
Production Manager: Fred B. Hecht

Chicago
GUS WELTY: Senior Editor
Western News Editor: Frank Malone
Mechanical: Norman E. Gillespie
Engineering:
M. H. Dick R. E. Dove
Signaling & Communications:
Robert W. McKnight E. L. Abbott
Purchases & Stores:
Art Hanford
Editorial Assistant: Wanda Brown

Washington, D.C. 20004,
National Press Bldg.
Washington Editor: Walter J. Taft

London, W.C. 2, England, 4, Talbot House; 98 St. Martin's Lane
International Editors:
Geoffrey Wilson John Levett

Contributing Editors:
Charles Layng
115 West Gore St.
Orlando, Florida 32806

E. L. Woodward
876 Chattanooga Ave.
Pacific Palisades, Calif. 90272

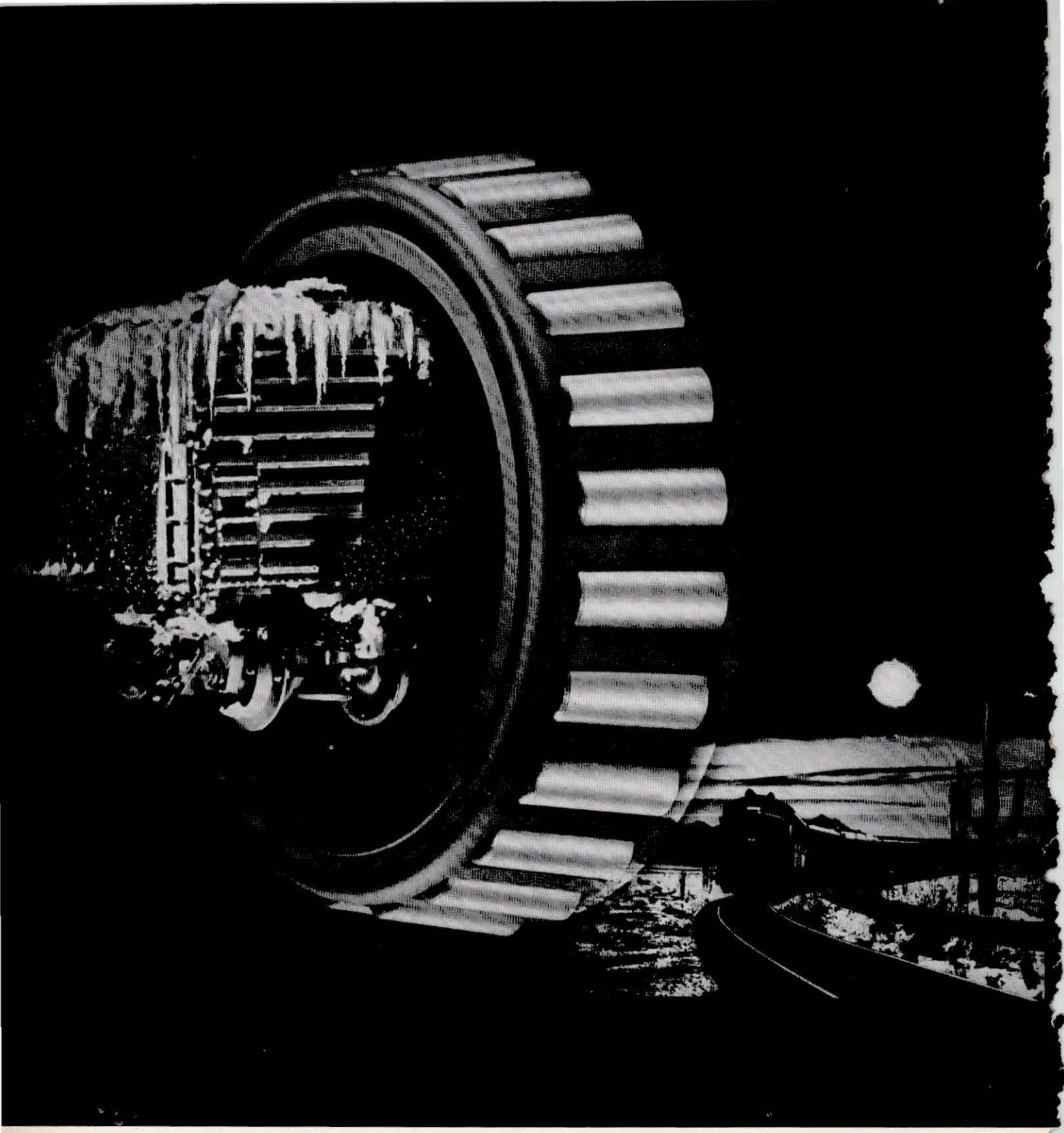
GEORGE DUSENBURY: Editorial Director

C. J. FISHER: Vice President—Sales, New York

For list of sales offices, see index page

Railway Age, established in 1865, is indexed by the Business Periodicals Index, the Engineering Index Service and the Public Affairs Information Service. Name registered in U.S. Patent Office and Trade Mark Office in Canada.
Published weekly (except for four issues combining two-in-one) by the Simmons-Boardman Publishing Corporation at 440 Boston Post Road, Orange, Conn.
Railroad employees' subscription rate: U. S. possessions, Canada and Mexico, $6 one year, $8 two years, all others $14 for one year, payable in advance and postage paid. To railroad employees elsewhere in the western hemisphere, $10 a year. In other countries, $15 a year. Single copies, 60¢ except special issues. Address all subscriptions, changes of address and correspondence concerning them to Subscription Dept., Railway Age, Emmett St., Bristol, Conn. 06010.
Change of address should reach us three weeks in advance of next issue date. Send old address with new, enclosing, if possible, your address label. Post Office will not forward copies unless you provide extra postage.

Circulation Dept.; John Rogers, Director of Circulation, 30 Church St., New York, N.Y. 10007. POSTMASTER—SEND FORM 3579 TO EMMETT ST., BRISTOL, CONN. 06010.
Printed at the Wilson H. Lee Co., Orange, Conn. 06477. Second-class postage paid at Orange, Conn. and at additional mailing offices.



Reliability in every climate, under every condition...

Brenco *crown-taper* roller bearings are the most modern of all.

BRENCO, INCORPORATED
PETERSBURG, VIRGINIA

Circle 6 on reader service coupon

SHORT AND SIGNIFICANT

FRA appropriation bill is whittled

The Federal Railroad Administration of the Department of Transportation will have to carry on its fiscal 1968 activities with $8,456,000 less than President Johnson recommended—unless the Senate amends the House-approved D.O.T. appropriation bill. The bill, HR 11456, was passed July 18 by the House, which adopted the version recommended by its committee on appropriation. The bill now carries $14,594,000 for the current fiscal year which began July 1. The President's budget calls for $23,050,000. Biggest cuts were in proposed appropriations for the Office of High-Speed Ground Transportation—down from $18,600,000 to $10,-300,000. Activities of this FRA unit include the Northeast Corridor demonstrations and auto-on-train studies on the Washington-Jacksonville run. The Senate sometimes restores appropriations eliminated or cut by the House, so D.O.T. may be expected to seek some relief from the Senate Appropriations Committee.

●

REA Express up for grabs

"Discussions leading to sale" of REA Express have been authorized by directors of the railroad-owned small-shipment carrier. The decision, according to REA President William J. Taylor, was taken at a special meeting on July 18; and "with some reluctance in view of the railroads' historical relationship with REA." Behind it, said Taylor, was the directors' view that "exclusive railroad ownership stands in the way of greater development" of the now intermodal, international carrier. Neither price nor buyers have yet been mentioned.

●

Expo '67 cars may find a home in New York

New York City may purchase 48 air-conditioned cars now in service at Expo 67 to replace an identical number of 42-year-old cars now rattling over the Staten Island Rapid Transit system, Mayor John Lindsay has disclosed. The 75-ft cars will be on the market for about $80,000 apiece when the Montreal fair closes Oct. 11.

●

C&O/B&O employees told: "Use it or move it"

On the premise that car utilization is partly a people problem, Chesapeake & Ohio/Baltimore & Ohio have launched a campaign among employees with the slogan, "Use it or move it!" Through the "Chessie/B&O News," C. Vernon Cowan, vice president for operations, told employees: "We simply cannot afford to permit delay to freight cars, either loaded or empty, in the face of heavy demands and spiraling costs. When a car is properly placed in a road train moving from one terminal to another, it seldom encounters any undue delay en route. Consequently, the operating department views utilization as primarily the responsibility of the yard forces, the clerks, yardmasters, ground crews, agents, and all the others engaged in this important assignment."

●

Employment declines from '66 level

Class I railroads employed 623,529 persons in mid-June—a drop of 2.94% below the June 1966 level but an increase of 1.64% over May 1967. Biggest percentage decrease, according to the ICC's Bureau of Accounts, was 7.10% in the employee group covered by the Commission's transportation (other than train, engine and yard) category. Using the 1957-59 period as 100, the employment index in June of this year was 70.1, compared with 72.2 in June 1966 and 73.1 in June 1965.

MONDAY MORNING REPORT

Competition: How many definitions?

For most of the years since World War II, it has seemed to be railroads—plural, an industry, a mode of transportation—competing for their lives against other forms of transportation. When railroad men talked about competition, they usually meant competition with the highway carriers, or the waterways carriers, or, most recently, the air carriers. There was, to be sure, a certain reference to interrailroad competition. But actions and words both spoke loudly of the fact that a railroad man's big worry wasn't another railroad, but rather a truck or a barge or a jet. In merger cases, for instance, the issue of reduced railroad competition was sometimes raised, but seldom given much weight. So it's intriguing, now, that Soo Line is giving a good, hard try at this argument once again in the Chicago & North Western-Milwaukee Road merger case.

Soo's not satisfied

Soo Line President Leonard Murray, a rather mild-mannered maverick, has made it clear that he wants the ICC to take a long look at the factor of interrailroad competition before any decision is made. Under the circumstances, most observers might agree. Soo has to take a line something like this. Itself the product of a three-way "family" merger more than six years ago, Soo is now the only major road operating in its territory which isn't involved as a principal in a merger case.

What positions does a 'loner' take?

Soo has, first of all, the distinct possibility of competing with a combined Great Northern, Northern Pacific and Burlington network. It has to consider Rock Island's becoming a part of some larger system. It is faced with ICC approval of Chicago & North Western merger with Chicago Great Western. And now it's looking at the prospect of C&NW consolidation with Milwaukee. Through all this, Soo's position has been toughening—or so it seems. Soo did not appear as a major foe of the Great Northern Pacific & Burlington merger. It took a position in the Rock Island hearings, but the case entered wasn't a stinger. It appeared to get hot only when the C&NW-CGW case developed. It now promises to stay hot.

Merger in the past—what of the future?

Some observers look at Soo and wonder why it has remained aloof from merger discussions since the old Minneapolis, St. Paul & Sault Ste. Marie, the Wisconsin Central and the Duluth, South Shore & Atlantic got together to form what was then known as the "New Soo." Some have wondered why Soo's talks with Chicago Great Western (in pre-C&NW days for CGW) couldn't be made to develop something positive. Some have wondered what effect Canadian control of Soo has had.

As for competition: Who's to decide?

How far can Soo go with the issue of competition between and among railroads? This is for the Commission to decide. It might be noted, however, that considerations of this type didn't prevent approval of a merger that left much of the Southeast with two major rail systems. Considerations of competition didn't prevent approval of Penn-Central, in the East. Considerations of competition, to most railroad men and, perhaps, to most outside observers still seem to involve competition of an intermodal, not an intramodal, nature. Another national business magazine has observed that "people who know the industry think Murray is playing poker." He, and Soo, could be—but then, fortunes and positions have been improved in poker games. It all depends on the hand a man holds—or doesn't—and how he chooses to play it. Some would wonder if Soo got into the game too late.

"I married a Humble Railroad Man."

Some husbands collect stamps, but Jack Stearns' wife has to put up with a collection of oil-burning railroad signal lights. What other hobby would you expect of a man who has spent the last 27 years serving railroads?

Jack travels 30,000 miles a year keeping his customers supplied with Humble railroad products . . . from new roller-bearing greases to high-quality diesel fuels. But when it comes to oil for signal lamps, he's his own best customer.

By the flickering light of each lamp, he sees a hundred untold stories shining — folklore of the people who helped engineers hog mighty steam locomotives across the Continental Divide . . . and helped the railroads become the lifeline of the nation.

Like most Humble railroad men, Jack started in the shops, and grew with the business from steam to diesel. If you'd like to talk with a man who understands your problems . . . or if you know where Jack can find another interesting signal lantern for his wife to dust, call him at 312-654-2600. Or write to Humble Railroad Sales, Humble Bldg., P.O. Box 2180, Houston, Texas 77001.

Humble Oil & Refining Company
The People Who "Put A Tiger In Your Tank®!"

Photo: Fabian Bachrach

JOHN F. NASH, PRESIDENT
Lehigh Valley Railroad Company

"Railway Age is not just a weekly magazine; it's a vital communications tool that helps us do a more intelligent job each and every day.

"Its accurate and concise reporting of events of the industry, our competitors, the supply trade and government, not only keeps us well informed but provides the guidance to detect changing conditions and helps generate the ideas to capitalize on them."

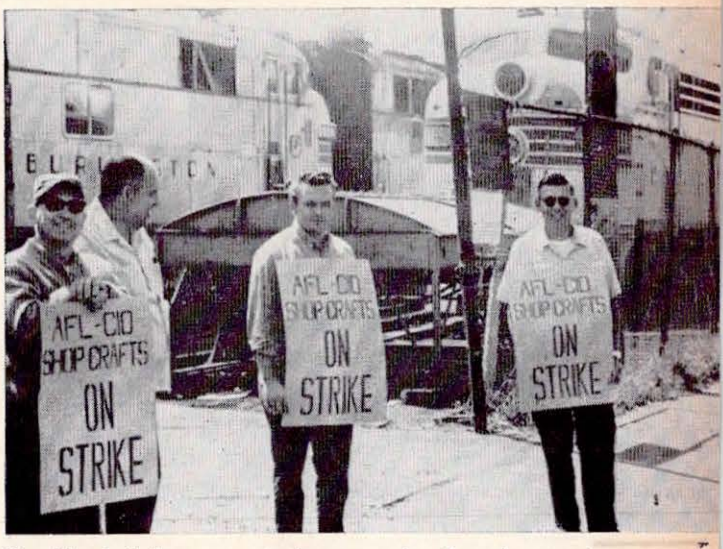
WEEK AT A GLANCE

The shopcraft strikes: An end and a beginning

A solution to the immediate rail shopcraft wage dispute is now assured. There will be more mediation, under the auspices of a five-man panel chosen by President Johnson. If mediation fails to bring agreement between the parties within 90 days, then terms agreed to by the panel will be imposed. Congress has had such legislation before it since early June. Only after shopcraft employees walked off their jobs on railroads across the nation did Congress resolve its own differences of opinion and get a bill to the President for his signature.

The five men named by the President to settle the dispute are a diverse lot. Chairman of the panel will be Senator Wayne A. Morse, perhaps the leading figure on Capitol Hill in getting the strike-ending legislation approved. Serving with him will be the President of the AFL-CIO, George Meany; a former chairman of American Telephone and Telegraph, Frederick R. Kappel; former Senator Leverett Saltonstall; and a noted arbitrator and mediator with past experience in rail disputes, Theodore Kheel.

In his final appeal to Congress for legislation,



President Johnson put the case in the strongest terms: The strike was "snarling our lines of commerce and leaving chaos and confusion in its wake. We are faced with a national crisis. The public interest must take precedence over private interests."

As the walkout spreads, action finally comes . . . .

The impact of the strike was felt coast to coast, Canada to the Gulf. Few roads were spared, and those that were not struck found their connections out of business anyhow. The walkout began shortly after midnight, on the morning of Sunday, July 16. Hour by hour, new reports poured in of roads being shut down. Many were hit Sunday, but a few didn't go down until the following day. Most roads have said they received no official word of a strike. Some found out when pickets appeared, some did get advance word in an unofficial way through local union people. And the roads which did get notice and acted on it to move into an orderly shutdown found themselves with another problem: they were promptly accused of locking out.

For the most part, railroads were able to protect passengers and perishables. With a few exceptions, passenger trains were brought to destination terminals either by regular crews or by supervisory personnel. Most roads also took all possible steps to handle perishable loads, by ramming them through with officer crews, or by spotting cars where they could be serviced or where pickup could be arranged.

Picketing ranged from heavy to extremely light. On an eastern road, a solitary picket tied up a terminal. But on a midwestern road, a lone striker showed up with picket signs at a shop facility, only to find his fellow craftsmen ignoring his "strike." In most cases, railroads found members of the Machinists organization playing the most militant role in the walkouts. By and large, picket lines were honored by ops and non-ops alike. But there were exceptions, indicating that not all of rail labor and perhaps not even all of the shopcrafts' members agreed that a strike was necessary.

Actually, right up to the time the pickets started marching, many observers thought it wouldn't happen. A joint Congressional conference committee, working on settlement legislation, didn't schedule weekend meetings. When it finally did reconvene on Monday, July 17, committee members still found themselves unable to agree. Strike-ending legislation came only when the Senate passed a bill as new legislation and the House then followed along.

. . . but what does the future really hold?

One of the first roads to go out and one of the last to come back was Chesapeake & Ohio, but C&O's problems, though severe, were not unique. In at least five states, the road had to go into federal district court for restraining orders before strikers would return to work. Similar reluctance of union members to give up the walkout was reported in the Southwest and Far West.

What did the strike cost? There is, as yet, no over-all estimate. Several individual roads estimated their own losses in revenues alone, and by projecting these it's possible to arrive at a rough and unofficial guesstimate: Indications are that losses to the industry mounted at a rate of $35 million to $40 million per day.

What are the prospects involved in settlement? The panel is getting under way with its efforts to prod the parties into agreement without use of the "finality" provision of the law. Senator Morse has indicated determination to do it this way, if it is at all possible. At the outset, however, sources in labor indicated a high degree of dissatisfaction, not only with the legislation but also with the appointment of the Orgeon senator to head the panel. There was also speculation as to the role AFL-CIO President Meany might play. Would he, for instance, go all the way and sign a binding award?

Much has been settled, but much remains unsettled. There is, of course, the business of working out terms that will be made effective by agreement or by fiat. But to some, the biggest question is one that goes far beyond the present dispute. Does the action of Congress and the President in this dispute tend to establish more firmly piecemeal handling of such crises? Or does the very fact that government has now had to act twice in rail labor mattters weigh in favor of permanent legislation?

GUS WELTY'S LINES ON LABOR

WELTY

THERE WAS A LOT of latent sympathy for the skilled machinists and sheet metal workers and carmen and so forth, in their efforts to win both higher wages and wages which better recognized their skills. As the shopcraft dispute wended its weary way to Congress, reasonable people kept saying that there wouldn't be a strike; that the six unions would stop short of using the ultimate weapon; that with a down payment toward correction of alleged inequities and with a job-evaluation study to be made, there could be meaningful progress toward labor peace in the railroad industry as well as toward giving greater rewards for greater skills.

SO MUCH for the idealistic viewpoint. Now, about all an idealist can do is fall back on that sickeningly-sweet comment that one views what has been done "more in sorrow than in anger." Those who perhaps aren't so idealistic find anger welling up. And over-all, the sympathy for wage goals of skilled mechanics has given way to a greater consideration, called the public interest.

SOME SCOFF at the term. Some say the public interest, whatever it may be, cannot be served while even a few are choked in the coils of discrimination. Some are willing to go to almost any lengths, no matter who gets hurt along the way, to get what they demand.

SOME ARE ALSO, on occasion, faced with a choice between disaster and catastrophe. And, with failure in the offing, which is better? Do you hoist the white flag and concede defeat? Or do you take the steps which lead to certain imposition of outside solutions? Do you admit failure? Or do you put the onus on outsiders, meanwhile going down with the appearance of all guns blazing?

DURING THE WORK-RULES DISPUTE, leadership of the Brotherhood of Locomotive Firemen & Enginemen came under fire under somwhat similar circumstances. Five unions were tied together. In a sense, they all went down the drain when arbitration was imposed by Congress. There was more than a little opinion among the other ops that the BLF&E should have grabbed the best compromise possible on the fireman-off issue and thus headed off the dreaded forced settlement.

IN THE SHOPCRAFT DISPUTE, six unions have been tied together. But already there are reports that the decision to withdraw a no-strike pledge was not unanimously favored. Possibly, it may never be known exactly why shopcraft union members went on strike. At this point in time, about all that can be said can be wrapped up in one simple sentence: It was a mistake.

IS grain door

...way to clear record arrivals

The bold new appearance of International-Stanley's grain door is symbolic of the confidence shippers and carriers can have in the clean, safe delivery of grain with these lighter, stronger, more easily installed and stored doors.

...the preferred door IS

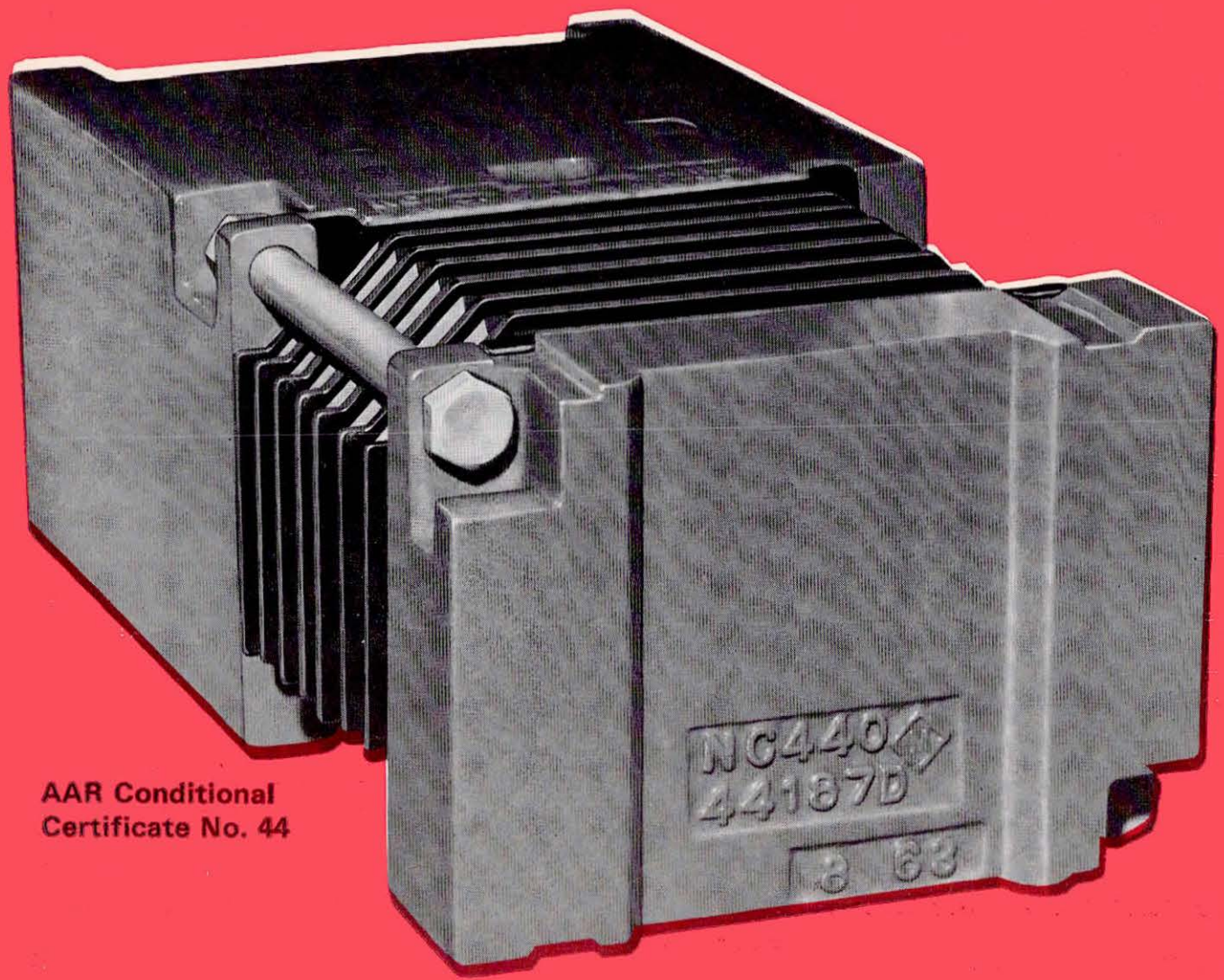
16-R4

INTERNATIONAL-STANLEY CORPORATION 8401 WEST DODGE ROAD, OMAHA, NEBRASKA 68114

Circle 7 on reader service coupon

TOMORROW'S CAR PROTECTION IS AVAILABLE FROM NATIONAL TODAY

National NC·440 is the only AAR Specification M·901·E rubber gear with full cushioning capacity



AAR Conditional Certificate No. 44

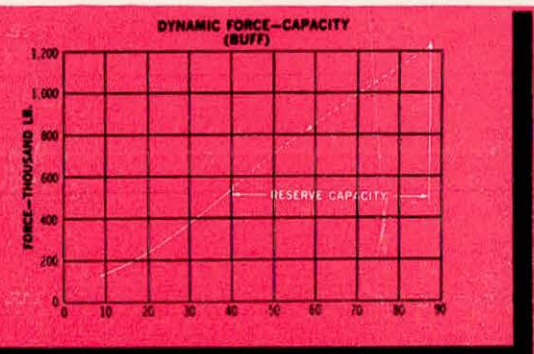
■ Over 10 years of intensive R & D, and literally hundreds of test track impacts at National's Technical Center, have culminated in the development of the National NC-440 Rubber Gear. ■ Available today, NC-440 has been dubbed the gear of tomorrow. Because of its huge cushioning power and reserve capacity it never goes solid . . . cushions all the way . . . always provides full cushioning . . . protects car structures at higher impacting speeds. ■ National's unique knowledge of and experience in the draft gear field is some of the technical fallout of our many-pronged attack on high railroad operational costs. In so many areas of railroading — *Tomorrow is Taking Shape at National Today.*

BUFF

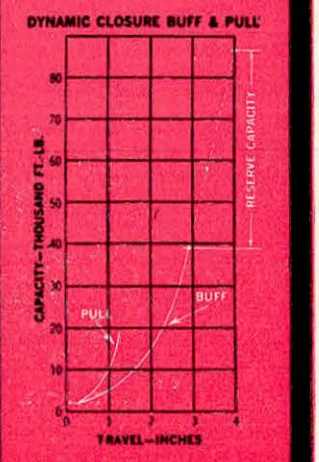
Force (lbs.)	Capacity (ft.-lbs.)	Travel (inches)
88,000	6,400	1.31
511,000	37,500	2.84 (AAR Rating Travel)
806,000	56,400	3.25 (AAR Max. Travel)
1,200,000	85,000	3.90 (Full Capacity)

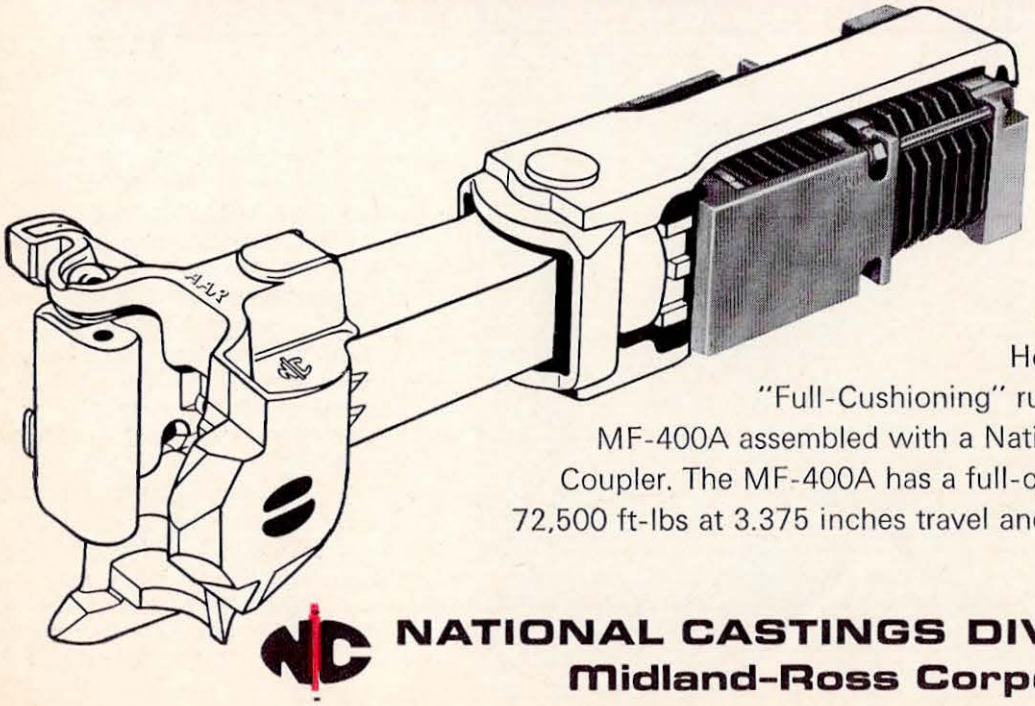
PULL

517,000	18,100	1.17



Data at 511,000 pounds to 2.84 inches travel and 806,000 pounds to 3.25 inches travel both in buff, and data at 517,000 pounds to 1.17 inches travel in pull obtained by AAR in certification test of Type NC-440 gear in accordance with Specification M-901-E. Average results of test on five gears shown.





Here's another National "Full-Cushioning" rubber draft gear — the MF-400A assembled with a National AAR Standard F Coupler. The MF-400A has a full-cushioning capacity of 72,500 ft-lbs at 3.375 inches travel and 1,237,000 lbs force.

NATIONAL CASTINGS DIVISION
Midland-Ross Corporation

10600 QUINCY AVENUE • CLEVELAND, OHIO 44106

Circle 8 on reader service coupon

Seaboard Coast Line: Anatomy of a merger

ONE DOWN, 999 TO GO: Chairman John W. Smith (left) and President W. Thomas Rice affix new red, black and white emblem to first of 1,000 locomotives.

America's newest railroad is already proving that one can live more cheaply than two, and do a better job.

After a stormy nine-year courtship, during which any number of jealous rivals tried to stop the proceedings, the Atlantic Coast Line and the Seaboard Air Line finally tied the knot at one minute past midnight on July 1. And they tied it firmly at the outset.

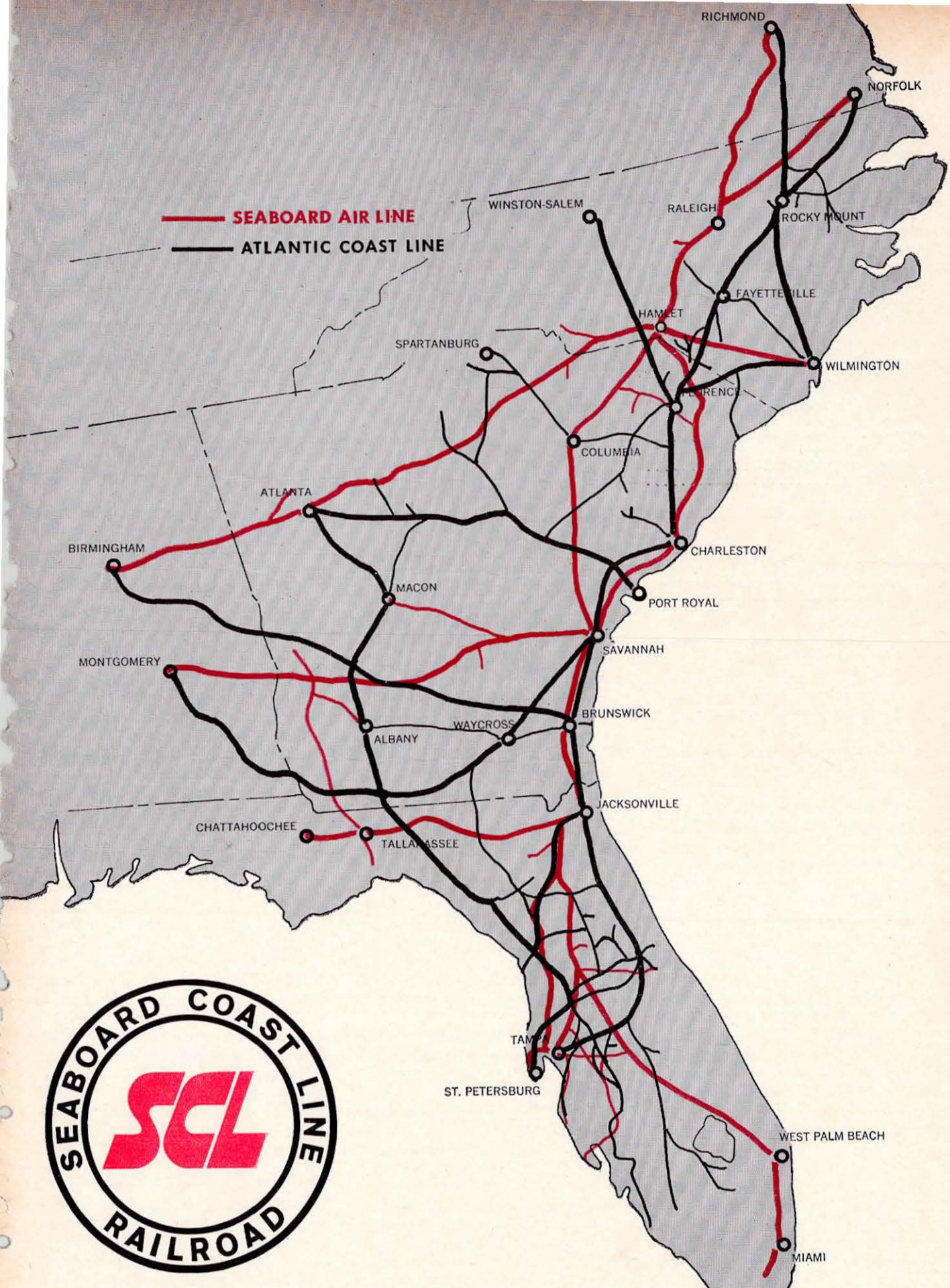
At Dillon, S.C., and Callahan, Fla., remote control interlockings were activated just after the stroke of midnight, physically joining the two railroads at two critical points.

At Potomac Yards in Alexandria, Va., the first merged freight train began to take shape in the pre-dawn hours of M-Day. Ten hours after the merger became official, Consolidated Freight Train No. 1 was highballing south, picking out the best routes offered by the two carriers, and working hard toward shaving two hours from a 20-hour north-south schedule.

Meanwhile, car reports from the merged system began to pour into Coast Line's ultra-sophisticated electronic data processing center at Jacksonville, Fla. EDP personnel sweated through 36-hour shifts to achieve the link-up, rewriting several hundred computer programs, converting 34 reporting terminals into 72. Car-tracing inquiries jumped from 3,000 a day to 4,500 and headed upward.

(Cost of operating the EDP center will climb from ACL's $100,000 a year to $120,000 for the merged system. For two separate railroads the cost would be $200,000. The merger thus produces a swift improvement of $80,000 a year —the first drop in a bucketful of merger savings that will overflow at close to $40 million after five years.)

Something else happened at 12:01 a.m. on July 1 that was not discernible to the eye, nor even arithmetically provable, but that could turn out to be as important as nearly anything achieved by the consolidation. Prior to merger, the two railroads together owned around 60,000 freight cars. The mere fact of merger beefed up this fleet by



SEABOARD COAST LINE RAILROAD

SCL

Introducing the eighth biggest

Substantially parallel operations of the merging carriers gave this consolidation landmark status in industry. SCL's 9,600 miles makes it No. 8 in size.

Pre-merger statistical profile

In the last full year before consolidation, both Atlantic Coast Line and Seaboard Air Line had their highest operating revenues in history. Here's how they did it:

	COAST LINE	SEABOARD
Operating revenues	$215,713,906	$188,402,330
Operating expenses	165,446,917	146,658,558
Net income	22,048,300	16,113,988
Operating ratio	76.70%	77.84%
Tons of freight	75,303,756	61,778,000
Freight ton miles	15,506,253,000	13,273,214,000
Average ton haul (miles)	205.92	214.85
Revenue passengers	1,117,024	936,488
Passenger miles	487,465,379	513,986,000
Average passenger haul (miles)	436.40	548.84
Capital expenditures	52,979,505	49,827,551
Total assets	697,437,616	533,010,280

the equivalent of 3,000 cars—perhaps as many as 6,000, depending upon whether you choose the low (5%) estimate of increased car utilization flowing from union, or the high one (10%). To achieve the same results by purchase, you'd have to put up $45 million to $90 million at today's average price of $15,000 per car.

A similar phenomenon may be presumed to have added new muscle to the combined fleet of some 1,000 locomotives.

● **All this and the L&N, too.** Thus was the world's newest railroad born—the 9,600-mile, $1.2-billion Seaboard Coast Line, ranking eighth among U.S. railroads in route mileage, ninth in assets and revenues.

The main arteries of the new railroad form a rough triangle whose main north-west-south points are Richmond, Va., Birmingham, Ala., and Miami, Fla., with lines thickly webbing the whole of the southeastern United States. The merged company (as the Department of Justice, raising the specter of monopoly, pointed out in its testimony opposing the union) operates some 80% of all Class I railway mileage in Florida, and controls over half of the total southern region Class I railroad mileage.

Seaboard Coast Line's influence extends far beyond its own lines. Coast Line prior to merged owned 823,427 shares of the 5,700-mile Louisville & Nashville, a 33.25% stake; and together the Coast Line and the L&N lease and operate the Clinchfield and the Georgia Railroad. This control passed to the merged company after the Interstate Commerce Commission turned down the Southern's demand that the new company divest itself of the L&N.

● **"We're turning handsprings."** There was no blaring of diesel horns nor any tape-snipping ceremony to mark the formal consummation of merger on July 1. As one officer put it: "We were just too busy merging to cheer about it." But there was enthusiasm and esprit de corps to spare. This clearly was a popular merger all along the line.

Said one operating man: "We're turning handsprings. We've got a route now that nobody can beat. And let me tell you, we're going to give the truckers a fit. We're going to keep them awake 24 hours a day."

Considering the close-to-unique features of this merger—which brings together two competitive railroads with substantially parallel operations in Virginia, the Carolinas, Georgia, Alabama and Florida—handsprings are certainly in order.

But right now they may be a little premature. Because achieving the full benefits of consolidation is going to be a slow and complex task.

● **Tieing them together.** "You can't stand anywhere on the Coast Line and spit without hitting Seaboard tracks," quipped one SCL man the other day. That, unfortunately for the merged company, is a slight exaggeration.

Prior to merger, ACL and SAL did serve some 120 communities in common. Opportunities for station and terminal consolidation are great, and some trimming of the fat has already taken place.

But connecting tracks, with interlockings, must still be laid at 50 or 60 locations and so far this has been done only at two locations.

Then there's the problem (or the opportunity, as SCL sees it) of yards. Both carriers have maintained yards at many of the same towns, among them Jacksonville, Tampa, Orlando, Chattahoochee, Birmingham, Montgomery, Savannah, Atlanta, Norfolk, Wilmington, Suffolk, Petersburg, Richmond. These must now be sorted out.

Priority will go to the construction of a new $20-million electronic hump yard at Jacksonville. Construction could begin late this year; right now it's being held up by litigation on property rights.

The next big yard problem will be tackled at Savannah. It now seems likely that the former Seaboard yard will be enlarged and the Coast Line facility abandoned.

Yard problems are now getting intensive study; the nine years that elapsed between the opening of merger negotiations and the actual consolidation have rendered earlier studies all but useless.

● **Track abandonments.** The same is true of track abandonments. It was originally anticipated that more than 1,100 miles of track could be eliminated, a reduction of 11.3%. Present unofficial estimates are that the ultimate reduction may be substantially less than that. For one thing, some lines that weren't profitable eight or nine years ago are now turning a tidy profit, as brand new industries have sprung up, and won't be scratched after all.

In any case, all such abandonments require the approval of the Interstate Commerce Commission. Even after the railroad makes its own determinations, approval will still be months away, partly because affected communities can be expected to raise their voices in protest.

● **Enter the brotherhoods.** Another stumbling block (though not a permanent one) to achieving the full benefits of merger is presented by the need to work out new agreements with the railroad labor organizations.

The merging carriers, in their initial submission to the ICC, estimated that they could eliminate 4,257 jobs (meanwhile relocating another 4,449 employees)—a total work-force reduction of about 15.3%.

But as the merger case dragged through the courts last year, the railroads negotiated a job-protection agreement with the organizations which, in effect, hews to the attrition principle and assures continued employment for everybody on the carriers' payrolls at the time of consolidation.

In return for this, the merged com-

26 reasons why shippers favored the merger

1. Better and more flexible schedules.
2. Elimination of interchange.
3. Elimination of delays.
4. More specialized equipment and facilities available.
5. Better car supply generally.
6. Elimination of joint-line scale of rates on certain commodities.
7. Elimination of switching charges.
8. Better and more flexible routes.
9. Less circuitous routing.
10. Simplification of claim settlements.
11. Convenience of dealing with one agency.
12. More dependable schedules.
13. Information concerning rates, markets, etc., more readily obtainable.
14. Simplification of transit shipments.
15. More industrial sites available.
16. More aggressive promotion of industrial development.
17. Reduction in damage.
18. Better diversion and reconsignment privileges.
19. Reduced loading minimums.
20. Cars can be more readily traced.
21. More flexibility in arranging stop-off points.
22. Sounder financial structure would deter future ex parte rate increases.
23. Desire to see waste in transportation eliminated.
24. Improved port terminal facilities.
25. Desire to see railroad industry preserved as free enterprise system.
26. Stabilization of employment.

pany won the right (in principle) to transfer work and employees and to allocate and rearrange work forces when such changes became necessary. But new contracts must be negotiated and signed carrying out this principle —and complete consolidation of trains is one of several merger goals that will have to wait in the wings.

● **The north-south shuffle.** When will the full benefits of job reduction be achieved? No one can say. But the vital statistics of present job-holders have been fed into computers—with results, says one spokesman, that are "just amazing." He indicated that by this he meant that the savings might come sooner rather than later.

Meanwhile, out of a total work force of approximately 23,000, it now seems likely that no more than 400 will be shuffled between the two cities where executive offices are now maintained: Jacksonville (formerly the home of the Coast Line) and Richmond (formerly the Seaboard's headquarters).

Two employees not affected by the moves are Chairman John W. Smith, formerly head of the Seaboard at Richmond, and President W. Thomas Rice, who was president of the Coast Line at Jacksonville but maintained a home at Richmond and, in any case, spent more time on the road than at either city.

The moves of those executives and office workers who are effected are being arranged under the direction of Don Martin, assistant vice president, public relations and advertising, at Jacksonville. An old hand at the moving game, Martin supervised the transfer of employees when the Coast Line shifted its headquarters from Wilmington, N.C., to Jacksonville a few years ago.

Every assistance is being given to transferees. An executive lounge at Jacksonville, for example, has been turned into a clearing house for people with real estate, tax, banking and other problems. "We'll even help them get a new fishing license," says Martin.

● **About those savings.** For all of these reasons, the merger so far has produced as many questions as answers. The all-important question of savings is one of them. The applicants thought they had the answer when they submitted their original petition to the ICC; studies at that time pointed to annual savings of $38,732,624 (a figure which the ICC scaled down to $20 million—partly because many of the savings depended upon proposed abandonments and were therefore "conjectural," since all abandonments required post-merger approval).

While outdated, the railroads' initial breakdown of savings nonetheless provides a key to some of the more compelling financial considerations of consolidation.

Included in the list were:

— Consolidation of stations and terminals: $4,485,990.

— Elimination of duplicate lines: $77,465,784.

— Effect of consolidation on lines retained: $5,126,236.

— Duplicate freight train service: $1,413,986.

— Duplicate passenger train service: $1,234,255.

— Consolidation of offices, departments and divisions, including off-line offices: $10,266,559.

— Effect on income of use of shorter or more economical routes: $2.553,135. (As an example of the new efficiencies promised in this area, the ICC noted: "At present, the fastest freight service between Jacksonville and Tampa via Seaboard is 9 hours and 30 minutes, and 8 hours via Coast Line. After the merger the proposed schedule between Jacksonville and Tampa will provide for 6 hour 30 minute service between these points.")

— Effect on income of solicitation of freight for longer hauls: $4,910,396.

— Handling of LCL freight: $85,658.

— Pooling of freight train cars: $816,1977.

— Pooling of locomotives: $736,937.

— Pooling of passenger train cars: $314,026.

— Consolidation of heavy-repair facilities: $2,228,665.

● **Faster freights.** Despite the delays (none of them unforeseen), the merged railroad has already implemented "quite a number of expedited schedules," says David C. Hastings, vice president—transportation and maintenance.

A firm advocate of the merger ("This is the greatest opportunity that has confronted me in 30 years of railroading. I am thrilled and enthusiastic."), Hastings has no doubt that the cost of joining the two railroads will pay for itself many times over. This cost was originally estimated at slightly more than $67 million (against anticipated annual savings of $38 million after five years). Both figures are probably conservative today.

Will the merger result in a smaller total operation, in terms of traffic and revenues? Hastings' answer is an emphatic no: "There's no question that the merged system, because it is stronger, will handle more traffic than the two systems handled separately."

● **New buying patterns?** What will merger mean to those manufacturers who formerly peddled their equipment to the separate railroads? That's an open question at the moment. Both railroads are in excellent physical condition, and their equipment is newer and better maintained than that of most carriers. Merger will probably reduce new-equipment requirements, at least at the beginning. Last year, the two railroads spent more than $100 million for capital improvements. This will probably decline, perhaps by as much as 25%, although the gap may be more than filled by merger-connected improvements. Reductions in expenditures for fuel, materials and supplies are also anticipated, at least temporarily.

However, few believe that over the long range there will be any substantial diminution in spending. If the merged system captures as much freight from the highways and the waterways as it confidently expects, capital and

operating expenditures could eventually rise.

● **Passenger services.** No immediate changes are contemplated in passenger services and schedules. A new passenger timetable, effective July 1, was off the presses even before the merger became official—so any revamping of passenger trains won't become effective until new schedules are published next fall.

James R. Getty, vice president-traffic at Richmond, feels that passengers (as well as the railroads' passenger books) can't help but benefit from the merger —due to "better availability of equipment, scheduling improvements, better service all around by virtue of the fact that we can now choose the most expeditious route."

SCL has no present plans to acquire new passenger equipment, having already, as Getty puts it, "a good, well-maintained fleet of lightweight equipment." Last year Seaboard bought 36 cars from the Florida East Coast; most of them have been refurbished and are in business.

Next year, Seaboard Coast Line is scheduled to participate in one of the most widely-publicized passenger-train experiments in recent railroad history—involving the piggybacking of automobiles (with their owners and families inside them) on a special auto-ferry train that has been engineered by the United Aircraft Corp. This train is scheduled to begin revenue trials sometime next spring between Alexandria and Jacksonville—provided the House Appropriations Committee restores $3.5 million of funds which was lopped off the project last week. Getty, while careful to point out that SCL has so far entered into no contract with the Department of Transportation for this service, is nonetheless enthusiastic about its potential, assuming present financial obstacles are overcome. The train would take a family of four, in their automobile, to Florida for approximately the same price they would have to pay for four coach tickets.

As for other new passenger equipment—such as the TurboTrain now being readied for trials on the New Haven —Getty says, "We're always watching developments."

● **Industrial development.** Serving one of the nation's fastest-growing areas, both of the merging carriers have long been strong on industrial development. Last year 158 new industries located along the lines of Seaboard, and another 67 expanded their facilities. Coast Line, attracted 206 new industries and helped encourage the expansion of 115. For Coast Line alone, this meant an extra 96,000 carloadings a year, and an extra $11,024,000 in the till. Merger has now pooled two of the strongest ID teams in the country. Says one ID officer: "The sky's the limit."

● **Why this merger matters.** For merger-watchers, the Seaboard-Coast Line case presented probably the most interesting and significant in railroad history. It was not an end-to-end merger, nor was it a shotgun wedding of the weak and the strong. It involved the consolidation of two prosperous carriers who were doing well on their own —but not well enough. However this merger eventually turns out could, in the view of many observers, have broad implications affecting the re-drawing of the national railroad map.

● **Defining the competition.** In seeking permission to merge, Coast Line and Seaboard hammered hard on the theme of inter-modal (as opposed to inter-railroad) competition.

While the railroads were competing among themselves—they said, in effect —the truckers and the barge lines and the pipelines were running away with the business.

Evidence was introduced to show that during a 12-year period, truck registration in the six states served by the two railroads increased from 900,000 to 1,490,000, and truck ton-miles rose by 147%—compared with a 3% increase in railroad ton miles.

Water-carrier tonnage in the area competitive with the railroads rose by 65.3%, and mileage of oil pipelines increased by 57%. Meanwhile, airline passenger miles climbed from one-half

Who's in charge

(Former title in parentheses.)

John W. Smith *(president, Seaboard)*, chairman of the board.

W. Thomas Rice *(president, Coast Line)*, president.

Prime F. Osborn *(vice president and general counsel, Coast Line)*, vice president—law, Jacksonville and Richmond.

Philip J. Lee *(vice president—traffic, Coast Line)*, vice president—traffic, Jacksonville.

James R. Thorne *(executive vice president, Seaboard)*, vice president—operations, Jacksonville.

David C. Hastings *(vice president—operations, Coast Line)*, vice president—transportation and maintenance, Jacksonville.

W. Eli Hand *(vice president—accounting, Coast Line)*, vice president—accounting, Jacksonville.

Raymond E. Moore *(vice president—finance, Seaboard)*, vice president—finance, Richmond.

Howard P. Toxey *(vice president—freight traffic), Seaboard)*, vice president—traffic, Richmond.

W. Vernon Lawrence *(vice president and comptroller, Seaboard)*, vice president—staff, Richmond.

James R. Getty *(general passenger traffic manager, Seaboard)*, vice president—passenger traffic, Richmond.

Charles R. Yates *(vice president—finance, Coast Line)*, vice president, Atlanta.

Ernest A. Anderson *(comptroller, Coast Line)*, comptroller, Jacksonville.

William B. Pope *(treasurer, Seaboard)*, treasurer, Richmond.

Elder L. Lash, Jr. *(corporate secretary, Seaboard)*, corporate secretary, Richmond.

D. T. Martin *(assistant vice president, public relations and advertising, Coast Line)*, assistant vice president, public relations and advertising, Jacksonville.

W. E. Rachels *(assistant vice president, public relations, Seaboard)*, manager of public relations, Richmond.

of the railroads' combined total to 2½ times as much.

The ICC found these arguments persuasive, and in what was widely regarded as a landmark decision ruled:

"There . . . is no provision in [the Transportation Act of 1940] which expressly or by implication prohibits the merger of financially strong railroads. The act draws no distinction as between the strong and the weak, or between competitive and non-competitive railroads. There is no requirement in either the statute or judicial precedent which limits the Commission's authority to approve mergers to those involving carriers which are insolvent or on the brink of bankruptcy. . . . The primary test is whether the proposed merger will be consistent with the public interest . . . . and otherwise meets the best of justice and reasonableness."

That both applicants were far from the brink of bankruptcy was clearly evident from testimony introduced during the hearings; and they were even farther away when the merger became effective. At the time of the hearings, their combined assets were $1,098,000,000; today they're in excess of $1,220,000,000. During the 1955-1962 period studied by the ICC, Coast Line's revenues averaged $165.7 million a year, and Seaboard's revenues averaged $160.3 million. Last year, the comparable figures were $215.7 million and $188.4 million.

● **The long, long road.** So the ICC approved the merger on Dec. 2, 1963—more than five years after ACL President Rice and Seaboard President Smith had decided, over lunch one day, that two railroads could not only live more cheaply than one, but could do a more efficient job.

But the end was not in sight. For three and a half more years the case was tied up in the courts. On Jan. 13, 1964, opponents of the consolidation (the Southern, the Florida East Coast, the Railway Labor Executives Association and the Department of Justice) asked for reconsideration of the ICC order. Out of this came a decision by a three-judge federal court that set aside the Commission's order and remanded it to the ICC.

The ICC joined the Seaboard and the Coast Line in an appeal to the Supreme Court, which on Nov. 22, 1965, vacated the order of the lower court and instructed it to make a full review of the ICC order to determine if it was consistent with the public interest. This court found in favor of the ICC and the railroads—whereupon the opponents again trotted to the Supreme Court. The Supreme Court's final order in favor of the merger came in April of this year, and the July 1 consummation date was set.

"Passengers will benefit"

J. R. Getty, passenger traffic vice president, sees great benefits for passengers as best features of two lines are utilized.

● **"Reprisal routes."** While relying heavily on the intermodal aspects of the case, so far as competition was concerned, the ICC was far from unworried over the possible effects of the merger on competing railroads. One of the conditions imposed by the Commission was the creation of "reprisal routes."

The Commission explained its protective conditions for other rail carriers in these words:

"Among the railroads most susceptible to injury by traffic diversion are Central of Georgia, Savannah & Atlanta, Florida East Coast, Norfolk Southern, the Georgia & Florida Railroad and the Georgia Railroad, all of whose lines are located within the area served by Seaboard and Coast Line.

"Outside the area, Illinois Central and Gulf, Mobile & Ohio, both of which compete for northbound traffic with the Louisville & Nashville could well lose a substantial volume of interchange traffic if the merged company should favor its affiliate, the L&N, at Birmingham and Montgomery. Other railroads, some of which will be affiliated with the merged company, will be injured to a lesser extent, while Southern has taken the position that the merged company will be unable to divert any traffic from it.

"To minimize these possible diversionary losses, we are imposing several conditions, the most significant of which are (1) the condition which opens the Jacksonville gateway to Southern and its affiliates on a reciprocal basis, with respect to all of the applicants' traffic moving through Jacksonville, and (2) the grant of trackage rights to Central of Georgia over the lines of the merged company between Albany and Tifton. The grant of trackage rights to Central, combined with Central's existing lines radiating from Birmingham and Montgomery and with Southern's system lines from Tifton to Jacksonville, will create two new routes extending between (1) Birmingham and Jacksonville and (2) Montgomery and Jacksonville. . . .

"The effect of these conditions will be to create new avenues and sources of traffic, both northbound and southbound, from Illinois Central, Gulf, East Coast and for Central of Georgia, as well as for other carriers in the Southern system, and will hold to a minimum the diversionary losses to these carriers. . . ."

As for Norfolk Southern, a condition was imposed requiring the merged company to establish new routes and joint competitive rates with Norfolk Southern via the North Carolina towns of Wilson, Fayetteville and Raleigh to minimize diversionary losses.

The ICC's final finding in the competitive arena, was that of the total traffic of the merger applicants, only 33.4% was competitive, and of this amount 19.7% would remain competitive with other railroads after the merger.

(The Commission did not achieve a unanimous verdict. A dissenter was then-Commissioner Charles Webb, who rasped: "It may well be that the centripetal economic forces in rail competition are irresistible, but it is startling, nevertheless, to find shippers singing Hallelujah to the Vortex." Webb feared that the Southern might one day join Seaboard Coast Line in "a cosy cartel," because, as he put it, "Two can tango. It is much harder for three.")

● **"No shortcuts."** Prime F. Osborn, SCL's vice president—law (and formerly ACL's vice president and general counsel) is the man who plotted and carried out many of the intricate legal moves that helped propel this merger case to a successful conclusion.

Osborn was asked the other day if he would follow the same course, if he had it to do all over again; and if he could offer any advice to others setting out on the merger road.

A modest southern gentleman, Osborn disclaimed any ability to advise others, but he did say: "You can't take any shortcuts. Detailed preparation is probably the single greatest factor. You've got to have public benefits completely justified and in great detail. How does the public benefit? You've really got to have that down pat." ■

Grain roads see few car problems

GRAIN ELEVATOR towers above Northern Pacific freight train passing through Lind, Wash. NP is one of many roads which have augmented their grain-carrying fleets.

No grain-handling crises are foreseen as railroads gear for a crop 18% larger than in 1966.

The forecast for third-quarter traffic calls for burial of an old rail-opera, "Grain-car, Where Are You!" Only minor replays, if any, will be run. This is the confident outlook of seven railroads who will witness record-breaking harvests in much of their territory from Kansas through the Pacific Northwest.

• **Good crop of cars.** Underframing the optimism is this year's bumper crop of jumbo covered-hopper cars. A second major factor is an anticipated drop in grain carloadings as storage keeps time with the harvest-beat, and the federal government hides its grain-exporting script. In addition, streamlined sampling systems will speed car-supply in two regions.

For these reasons, major grain-hauling roads look for smooth handling of a wheat crop that will be 18% bigger than last year's throughout the U.S. and even larger in their own states, according to estimates of the United States Department of Agriculture. Behind this year's production of 1.5 billion bushels of wheat is a 32% enlargement of grain-acreage allotments by USDA. Combined production of winter and spring wheat in the Pacific Northwest will total 186.7 million bushels, 43% more than 1966, the Agriculture Department says. Minnesota will have a 41% rise in wheat to 25.8 million bushels. Other states with predicted record harvests of wheat include Kansas, Montana, Colorado, and North Dakota.

As the harvest grows, the fleet of harvest-haulers grows, too. Grain will move in "more and more covered hoppers," said a spokesman for the Burlington where grain traffic accounted for 40% of last year's revenue. While grain acreage increased 10% along the Burlington this year, the road's hopper fleet soon will number 5,150 with delivery of the last of 350 new jumbo hopper cars. They will supplement the 23,000 box cars available for grain service.

• **UP will add 3,110 cars.** The biggest jumbo growth this year will be Union Pacific's addition of 3,110 units to its present force of 550. UP grain shipments totaled about 10% of 1966 traffic. While UP will show the largest 1967 jumbo increase, Santa Fe remains ahead in total ownership with about 13,000 covered hoppers. Soo Line also has big ideas for covered hoppers, and on July 1 it started receiving 500 new ones in a move toward an eventual fleet of 1,500. Soo has 150 now. The road's $12-million grain revenue last year was about 13% of total revenue.

Northern Pacific's 450-hopper force will grow by 300 before harvest time in mid-August. Gross wheat revenue on the NP last vear was about $417.7 million, or 7.5% of total gross. Great Northern looks for delivery of 600 jumbo hoppers to stretch its 2,214-hopper fleet that already has 1,488 jumbos. GN's 1966 wheat revenue accounted for almost 16% of total revenues.

Two roads who say they didn't have a grain-car supply problem last year nevertheless report more jumbos. Rock Island's hoppers now number 1,500 and will help maintain a grain revenue figure of 15-17%. Milwaukee has added 300 jumbo cars to increase its covered hoppers to 2,539.

• **Car leasing increases.** Allied with the railroads' growing hopper-car forces is the growing practice of grain and milling companies to lease grain-hauling cars. Transport Leasing division of Pullman, Inc., reports that it will supply 4,000 covered hoppers this year to 50 companies. They will include major grain companies such as Continental, Lewis-Dreyfus, Archer - Daniels - Midland, and Cargill, according to Arthur Berry, Transport president.

Standing with the roads' purchase of more cars is their expectation of fewer carloads. Burlington looks for 70,000 cars of grain, compared with 81,871 in 1966, and possible "spot" shortages but "nothing as serious as last year." Union Pacific, in whose area the harvesting already has started, foresees a 5.5% decrease in loadings. UP claims "an adequate grain car fleet to meet demands this year."

Grain traffic on the Northern Pacific "is not expected to reach the high levels of 1966," although production in NP territory will be 12% higher than last year. Great Northern expects to haul 77,000 carloads, the same as in 1966, while a 20-25% increase in production is expected. Soo Line anticipates only "temporary" problems. A Rock Island spokesman said, "We don't expect a car shortage." While wheat acreage is up 20% along the Milwaukee, President Curtiss E. Crippen said: "We should have enough equipment in 1967 if the movement is regular."

● **No big equipment problems.** A forecast of grain carloadings for the 1967 third quarter by the Trans-Missouri-Kansas Shippers Board shows an estimated decrease of 18.2%. A spokesman for Evans Grain Company in Salina reported: "We anticipate no rail equipment problems other than possibly some local spot difficulties." The Northwest Shippers Advisory Board predicts a third-quarter-loading drop of 27.2% and no serious supply problems. "Lower grain price prospects for this fall and ample farm storage space indicate that farmers will tend to hold grains off the market. Potential labor problems and a continuation of depressed export level also tend to have a bearish impact on grain shipments," the board said.

A major concern is what will happen to government grain. About 95 million bushels now lie in storage along the seven railroads, according to M. L. Northcutt, chief of inventory management for the Commodity Credit Corp. in Kansas City, Mo. While a large movement of government grain to the Pacific Northwest has been talked about, "no appreciable movement is planned at the present time," Northcutt said.

● **Grain sampling speeded up.** A new factor in car-supply this year will be expedited grain-sampling procedures on the Soo Line and the Great Northern. They follow the Minnesota legislature's elimination of a requirement that grain destined for the state's warehouses be sampled in Minnesota again after testing in the origin-states. Soo Line on July 3 put into operation testing points in North Dakota from which samples and grades are rushed to the Minneapolis Grain Exchange and the Duluth Board of Trade ahead of full shipments. As much as three days is saved. GN samples are forwarded from loading points to federally licensed inspection laboratories for grading. At the same time samples go to Minneapolis for display in connection with sale. Soo Line conducts its own sampling, GN employs International Stanley Corp. ■

LUTHER MILLER

AS THE EDITOR SEES IT...

WHAT THE TRUCKERS ARE UP TO—Having stretched the one-driver, one-truckload rule just about as far as it will go, the truckers are paying the railroads the supreme compliment of copying them. They're re-inventing the train. The double-bottom rig —two trailers behind one cab—has become almost standard in the West, according to the magazine Fleet Owner. Pacific Intermountain Express is reported to have 60% of its operations in doubles; Consolidated Freightways, 48%. All but four of the 24 states west of the Mississippi now permit tandem-trailer operations, as do Illinois, Indiana, Michigan and Kentucky.

Most eastern states take a nightmarish view of these cumbersome rigs rumbling over already congested highways, and have so far balked at legalizing them—but trucker lobbists are furiously at work trying to change the legislative climate. Consolidated Freightways' director of transportation, James G. Cunningham, has been quoted as saying, "We'd go 100% [tandem] if the eastern states would let us, since we're convinced this is the most effective way to operate."

Where the double-bottom battles have been won, the fight is now on for triples. Truckers in California are recommending laws to permit the operation of triple rigs totaling 105 feet in length. Triple-bottom tests have also been made in Nevada, Arizona, Idaho and Indiana.

Where will it all end? A photo recently received from Australia might make an effective mailing piece for those who feel that trains should run on railroad tracks, not highways. It shows six highway trailers hitched behind a single cab unit.

FREIGHT TRAINS AT 125 MPH?—"With the development of high-speed rail corridors," memos Publisher Bob Lewis, "no one seems to doubt that we're going to see 125-mph passenger train schedules, terminal to terminal. These same people talk optimistically of average freight train speeds of 70 to 90 mph. But do we have to stop there? Why can't we look forward to freight trains operating at these higher average speeds, too? Not with conventional freight equipment, of course, but with passenger-equipped flat cars for containers. With 125-mph container trains, the economics would force truckers to put their freight in containers on single-crewed, or automated, railway trains."

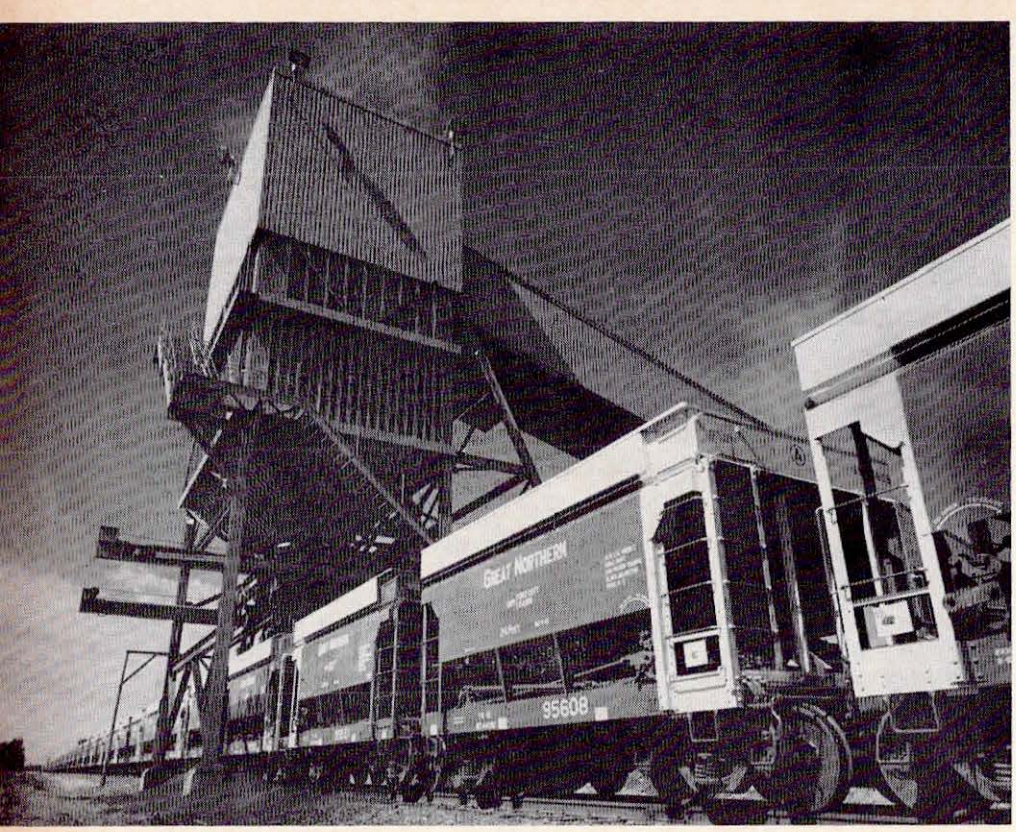
And those double-bottoms—or sextuple bottoms, or whatever—would look a lot less frightening.

KUDOS FOR THE KCS—A businessman who logs about 10,000 miles of rail travel a year recently completed a cross-country vacation trip that took him over the lines of 10 railroads. At the top of the 10 he placed the Kansas City Southern.

What impressed this satisfied customer? For one thing, "the spotless condition of the equipment." For another, a memorable meal of Ozark rainbow trout with all the trimmings, topped off with a piece of fresh apple pie, all for $2.25. But most of all, uniformly courteous service. "I found all KCS employees to be equally pleasant and proud of the service offered by their company," reports our correspondent.

Pride on the inside, of course, breeds pleasantness on the outside. Most of the slovenly trains we've ridden have been staffed by slovenly people. The GPTM who can decide which is the cause, and which is the result, and then do something about it, has his public image problem solved.

SUBWAY BUFFS, TAKE NOTICE—On New York City's subway trains, it is now forbidden (and has been since last February, under penalty of a $25 fine or 10 days in jail) to sing, dance in the aisles, play a musical instrument, carry a slingshot or other missile propellant, wave a flag, or make a speech. This is a fun city?



LOADING UP

Additions to sides and ends of cars raised capacity from 70 to 75 tons. Here, modified cars are filled as they move slowly under taconite loader near Nashwauk, Minn.

$8.1-million outlay pays off for the GN

New facilities, with the help of a 200-car unit train, will speed delivery of iron-rich taconite to Great Lakes ore boats.

Along the iron range of Minnesota there's a healthy new sound on the rails. It's the new-life clamor of Great Northern ore traffic, and of the Mesabi Range itself. It's caused by the iron-rich rock called taconite.

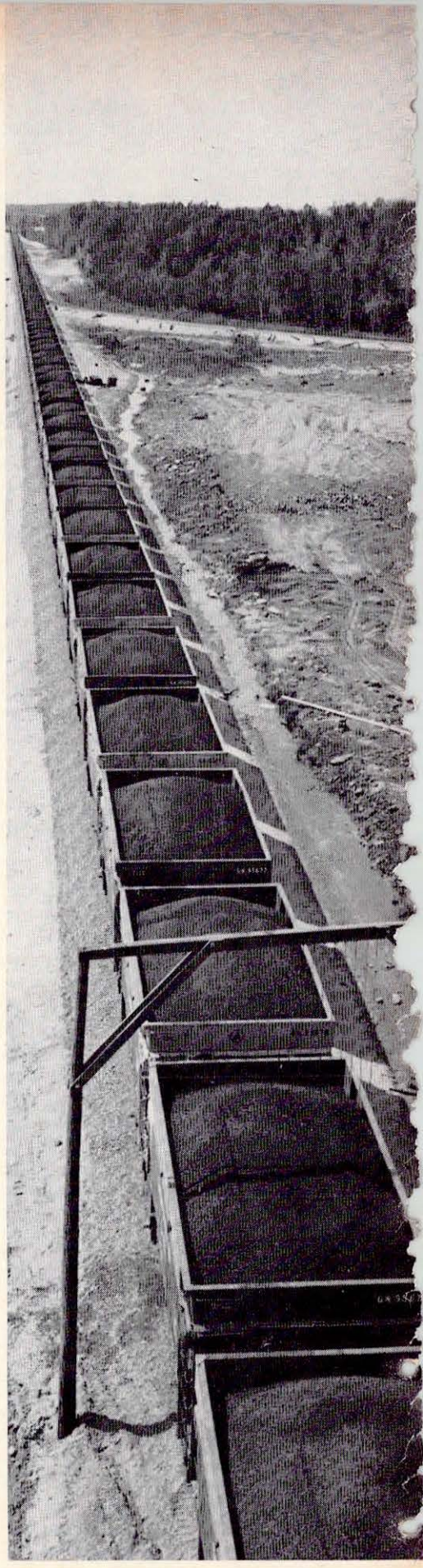
• **Unit-train operation.** GN has assigned 200 of its 7,000 ore cars to run as unit-train carriers of the new Mesabi export. The cars are equipped to carry an extra five tons. They will ignore the April-December Great Lakes shipping season followed by other GN ore movers.

Target of the taconite traffic will be Allouez, GN's three-piered port near Superior, Wis. It's the world's largest iron ore dock, but it's not as busy as it used to be. In 1965, a total of 15.2 million long tons of ore passed through Allouez. This was the highest amount in five years.

GN now expects to push a welcome 4.4 million tons of taconite through Allouez each year.

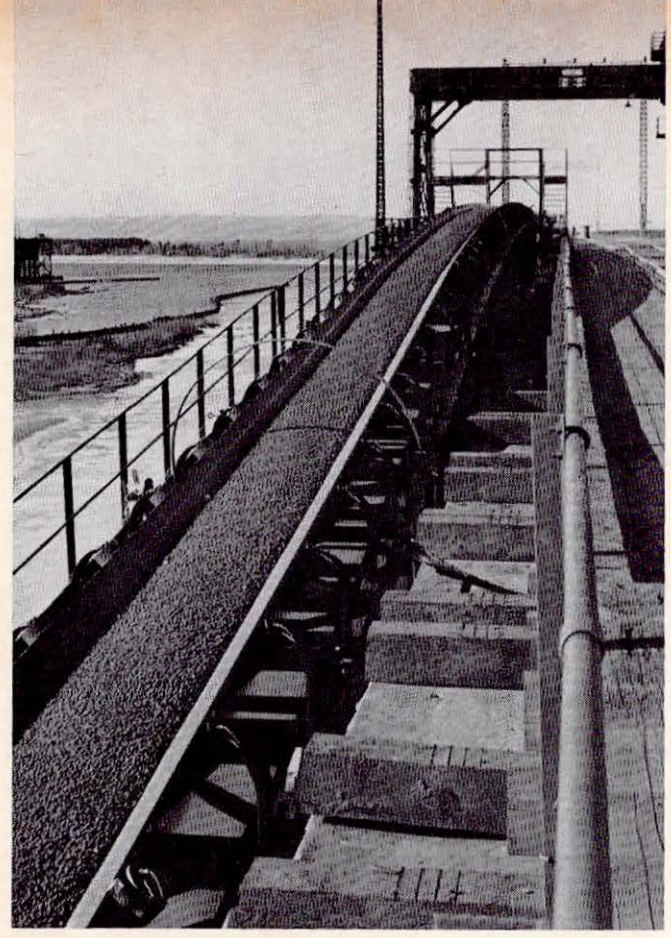
The taconite will ride 115 miles from the western iron range. There Hanna Mining Co. has built two pelletizing plants to process the ore for shipment. The $56-million Butler plant at Nashwauk, Minn., will supply two million tons per year primarily for Inland Steel Corp. and Wheeling Steel Corp. The $70-million National Steel pellet plant near Keewatin, Minn., will supply 2.4 million tons for National Steel Corp. The taconite will move from Superior aboard Great Lakes ore boats.

• **GN spends $8.1 million.** To serve these new plants, GN spent $8.1 million, mainly for new facilities. Allouez got $6 million for an intricate taconite-handling installation on dock No. 1. The rest of the money went for seven



ON THE WAY

Unit train of 200 cars stretches 15,000 tons of taconite over the iron range. The train is heading for Superior, Wis.



NEARING THE GOAL

Taconite pellets move on two-mile conveyor belt toward ship-loading area. Pellets are weighed automatically as they move.

DOWN THE HATCH

Workman trips lever to lower chute above ore boat's hold. Pellets will pour into hold from 275-ton-capacity pockets.

miles of super track on GN's Mesabi Division and for installation of bang-boards to raise the 200 hoppers' capacity from 70 to 75 tons each.

The investment started working March 27, when a test-run of 13,300 tons was made from Nashwauk. The ore traveled in the form of marble-sized pellets. And the 230-mile round trip between Allouez and the plant took 14 hours, including loading time at Nashwauk. After a second test-run March 29, Nashwauk moved to full operation in April.

Keewatin opened in mid-May. GN will provide every-other-day service to each plant.

● **Teletype circuits.** Like other GN ore operations, taconite movement is controlled by a network of Teletype circuits which links Allouez with 10 mining company offices and 40 loading points on the range. All locomotives in ore service are radio-equipped.

Before the flint-like taconite is moved, it's separated from waste materials. Then it's compressed into pellets and baked in special furnaces.

The taconite operation begins with the departure of the unit train from the Allouez yard about 5 a.m. Three locomotive units are used. GN included a 472-C remote-controlled unit and its GP-35 control unit in the first test-run, but decided the additional power wasn't needed. The train arrives at either plant about 9 a.m. It takes on its cargo, usually 15,000 tons, in slow motion under the loading facility.

After returning to Allouez, the hoppers are separated from their power at a new receiving station next to the classification yards. The locomotives will be ready at the end of unloading for a run around the 8,000-foot reversing loop that circles the facility's ore-storage area.

An indexing machine guides the cars through the unloading process. It spots them, two at a time, above two underground hoppers. Cars are emptied at a rate of 3,000 tons, or 40 units, per hour.

During the regular shipping season, the taconite pellets move directly from the unloading point over a two-mile conveyor-belt system stretching to the end of the dock. As they move on the belt, the pellets automatically are weighed. Then a belt feeder with a boom-mounted tripper deposits them into any of 374 pockets along the dock, each pocket with a capacity of 275 tons. The pellets eventually are chuted by gravity into the holds of ore boats in position below.

● **Every day in the year.** The ore train will operate daily throughout the year. Out-of-season loads will be stockpiled in an area now big enough to hold 2.2 million tons. Eventually, the facilities will be able to store 5.5 million tons.

The stockpiling will be done by an 85-foot stacker mounted on a 3,000-foot section of rail. It has a 160-foot boom conveyor that rotates 180 degrees. The stacker will deposit pellets in piles up to 50 feet high. When shipping is resumed, the stockpiled pellets will be moved by a bucket-wheel reclaimer for deposit with currently-arriving loads on the main, dock-bound belt.

A Hanna Mining Co. boat sailed with the first load of taconite after taking on 18,145 tons in six hours. The average Great Lakes vessel carries about 12,500 tons of ore. Normal dock time is about five and a half hours.

The development on dock No. 1 marks GN's 75th year of ore transportation. The Allouez complex grew from a simple dock that played a role in the first ore movement in 1892. Then, a Cleveland-bound whaleback barge loaded 2,073 long tons of ore from the Mountain Iron Mine.

At the close of the 1966 Great Lakes shipping season, more than 152 million long tons of iron ore had crossed the Allouez docks. ■

EXPO HYPO

WABCO-controlled Massportation System Speeds Expo Visitors in Montreal

The most functional operation at Canada's Expo '67 is the transportation system—eight six-car trains capable of whisking 30,000 visitors an hour throughout the Exhibition. Masterminding the arrivals and departures of these trains is a highly advanced control system, designed and installed by WABCO.

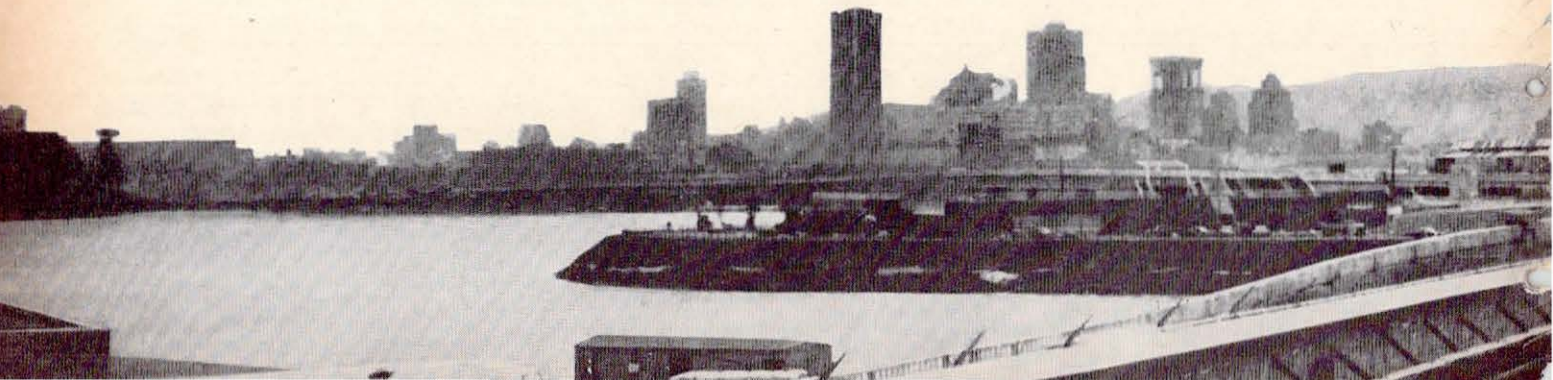
At the system's Control Center, WABCO furnished the display panel for visual monitoring of each train's position and progress by the dispatcher, plus a control console which allows him to operate the system manually, i.e., management by exception.

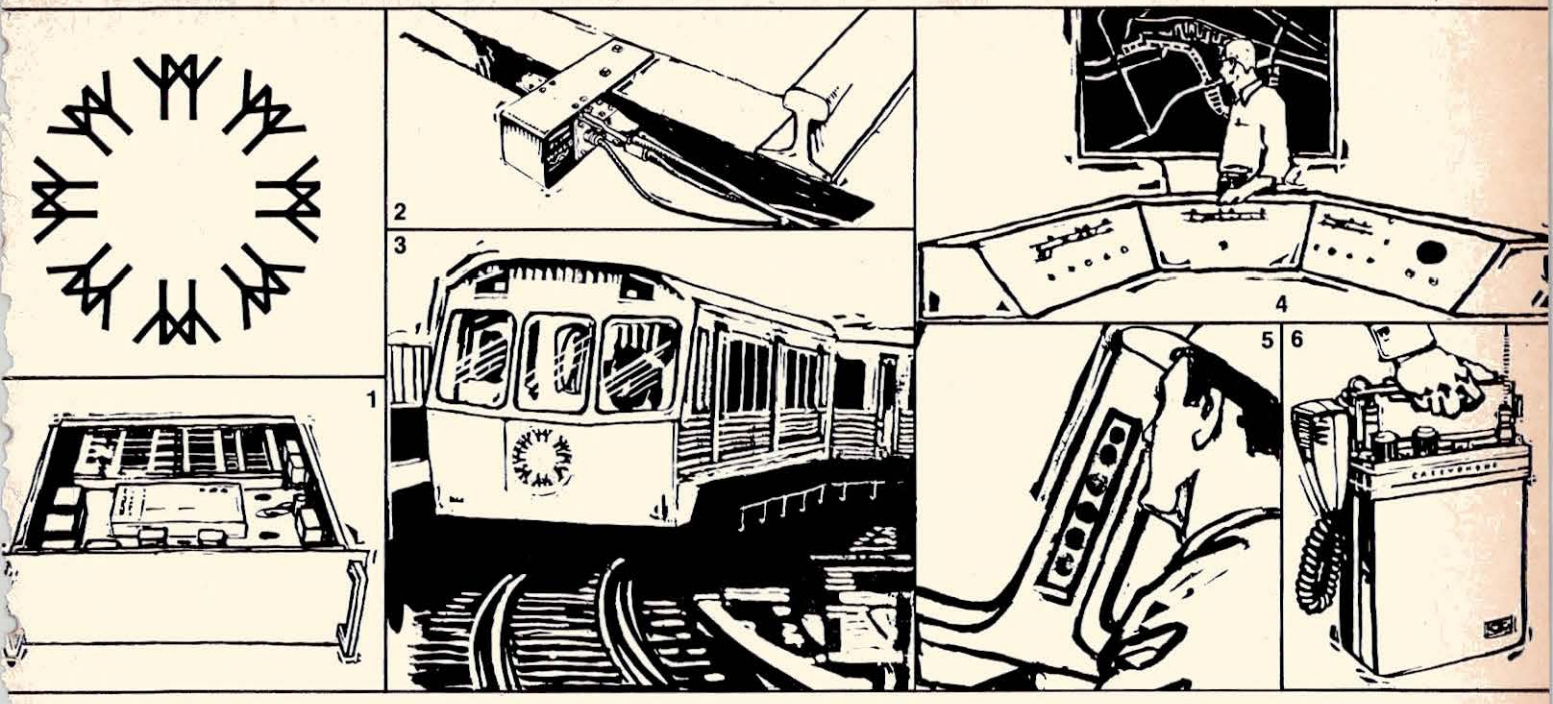
WABCO's Wayside Equipment—audio frequency track circuits and speed commands for train detection, train separation and speed control—optimize the system's efficiency by tightening headways and keeping trains running at maximum allowable speeds at all times.

Trains are scheduled to arrive and depart every 2½ minutes. The train attendant's only job is to push buttons in his cab that open and close the doors and start the train.

Finally, WABCO train-carried equipment receives electronic speed command inputs inductively from the rails and converts them into commands for smooth, safe propulsion and braking.

Result: the Expo Express is a seven-league stride in massportation technology—the first automated urban mass transit system in the Western Hemisphere.





WABCO "building blocks"—stepping stones to automated mass transit systems.

1. WABCO's velocity control programmer translates electronic speed commands into propulsion and braking controls.

2. WABCO's Minibonds provide connections for audio frequency track circuits that eliminate insulated joints and permit installation of welded rails.

3. Expo Express—The rapid transit train of the future.

4. A control panel like this one at Expo '67 monitors the train operation and gives the dispatcher override control.

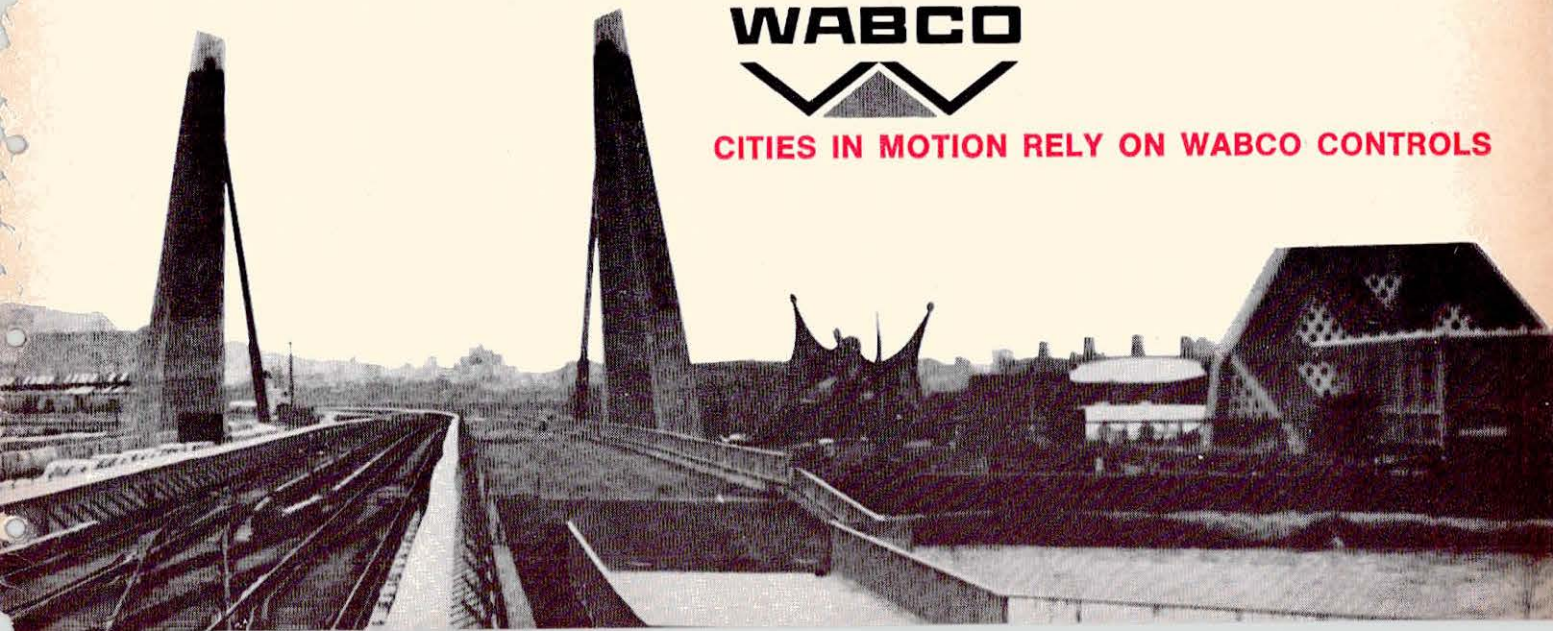
5. Cab signals like this permit the train attendant to monitor electronic speed commands being received aboard the train.

6. Carryphone® two-way radios permit voice connection between dispatcher, train attendants and maintenance crews.

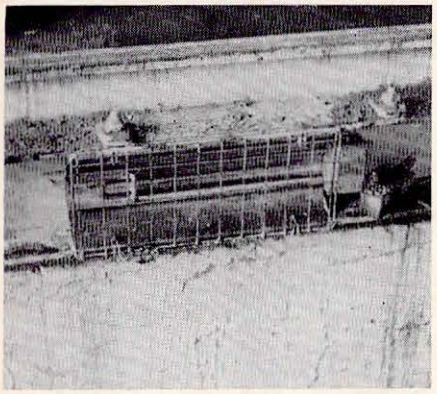
A 21-minute, 16mm color film, "EXPO EXPRESS," is available on request for showings to interested groups and organizations. For information on this film, or for details on WABCO's combined massportation capabilities, write Mass Transit Center, Westinghouse Air Brake Company, Pittsburgh, Pa. 15218.

WABCO

CITIES IN MOTION RELY ON WABCO CONTROLS

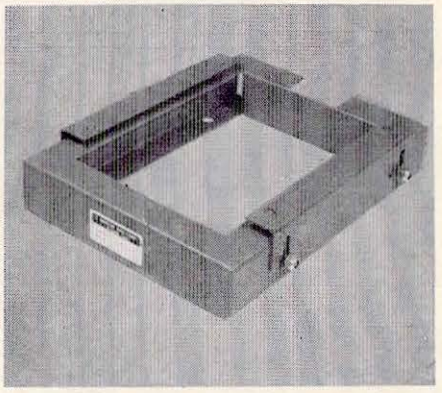


NEW PRODUCTS REPORT



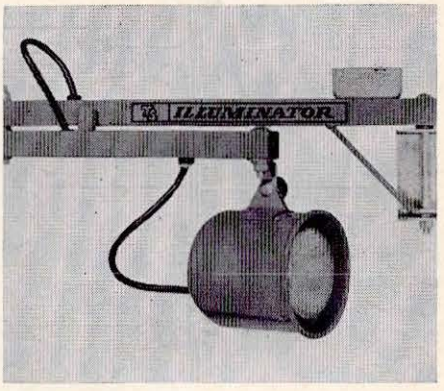
Repair-Pit Heating (RA-1)

Electric infrared heater units, spaced throughout inspection and repair pits insure, according to the manufacturer, optional heat patterns with side effects to dry moisture accumulation. Weatherproof construction of the heaters, obtained by using metal-sheathed heating elements, is said to withstand the physical abuse encountered in this type installation. Models are available in voltages of 240 or 480, rated at 2 kw each. *Spectrum Infrared, Inc.*



Water-Cooler Base (RA-2)

A quick change-out water-cooler base, designed by a diesel supervisor, is built of heavy-gage hot-rolled steel for cab floor installation. It is available in configuration shown or as a front loading model with clamps front and rear. Once installed, any mechanical water cooler can be removed from cab by releasing latches or nuts and lifting the cooler. Time saved in cooler changes is said to be between 20 min and 1 hr. *Racon Equipment, Inc.*



Trailer Loading Lights (RA-3)

Illuminator loading lights, designed for use inside truck trailers during loading and unloading operations, are completely preassembled with mounting bracket for installation on wall or post, prewired, and tested, ready for connection to junction box. The lights are available in styles to fit varied applications. They are said to provide uniform visibility, minimize freight damage, and speed loading operations. *T&S Equipment Co.*

Gondola Bulkhead (RA-4)

A spring-loaded device in the Safelock bulkhead for gondola cars automatically snaps safety pins into locking rails when bulkhead has moved as little as 1 in. Bulkheads lock in place at 1-in. intervals. Keeper hooks secure handles in open position. Faced with sheet steel, bulkhead can be double-faced with wood to absorb shock. Steel channels welded to each end of bulkhead make it possible to install optional wood facing without bolts. *Shunk Mfg. Co.*

Vacuum Handling (RA-5)

Vacuum materials-handling units, Porta-Vac Models I and II, are said to move up to 25 tons of dry, free-flowing bulk materials per hour. Model I is powered by an electric motor and is mounted on rubber casters for inplant use. A 30-ft length of 4-in. metal hose is standard equipment. Model II for unloading cars is powered by a gasoline engine with electric starter and generator. It also has a trailer hitch and jack. *Zimmerman Equipment Co.*

Mobile Antenna System (RA-6)

A two-wheel, 1½-ton trailer unit includes a 100-ft pneumatic telescoping mast, a 6-ft microwave antenna, azimuth/elevation antenna positioner with remote control system, 140 ft of HELIAX elliptical waveguide, automatic dehydrator and a gasoline-operated air compressor.

The telescoping mast provides for a top load of 600 lb with a windload of 125 mph. The antenna positioner offers elevation adjustment of ±15 deg. and azimuth adjustment of ±45 deg. *Andrew Corp.*

RAILWAY AGE
THE TRANSPORTATION WEEKLY

30 Church Street, N.Y., N.Y. 10007 READERS' SERVICE (Att. George Johnson)

PLEASE SEND ADDITIONAL INFORMATION ABOUT PRODUCTS IN ADVERTISEMENTS NUMBERED: 1 2 3 4 5 6 7 8 9 10 11 12

PLEASE SEND INFORMATION ABOUT PRODUCTS DESCRIBED ON PAGE 28 MARKED: RA-1 RA-2 RA-3 RA-4 RA-5 RA-6

NAME ..... TITLE.....

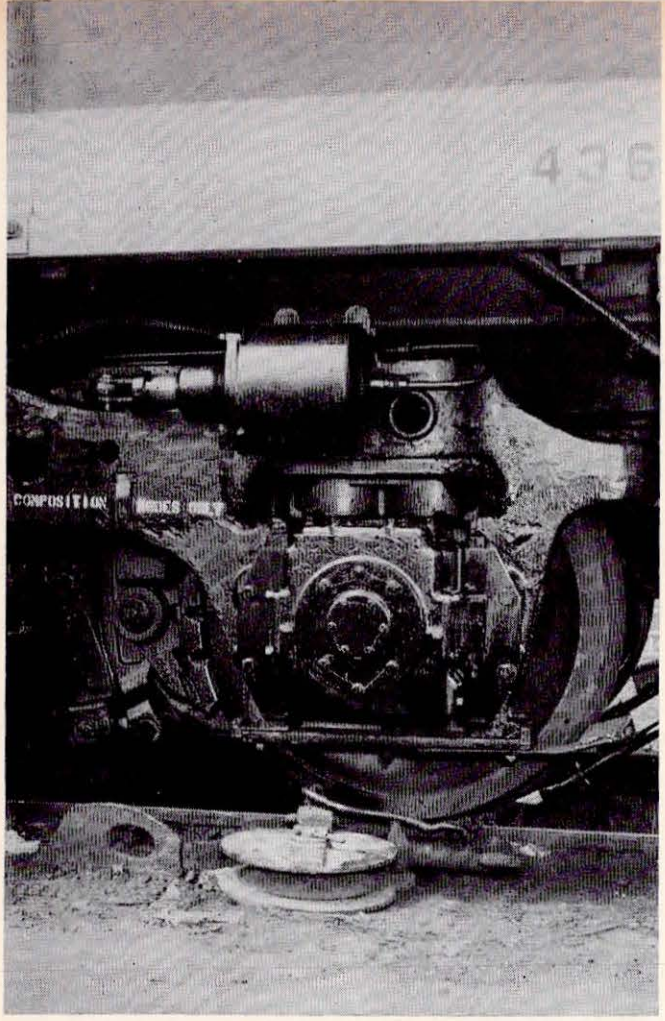
COMPANY .....

ADDRESS .....

CITY ..... STATE..... ZIP.....

7/24/67

☐ Please send information about subscribing to Railway Age



SINGLE COMPOSITION SHOES on each wheel produce retardation equivalent to or better than the clasp iron-shoe brakes and eliminate one-half of the brake rigging. A special fulcrum makes this arrangement possible.

THIS OLDER CAB-TYPE MODEL is one of the four-axle locomotives being converted from clasp brakes to single-shoe arrangements. A similar conversion is under development for older six-axle locomotives.

Coast Line simplifies brake rigging on older diesels

Composition brake shoes permit removal of half the rigging with no loss in braking power.

The latest diesel locomotives rolling off manufacturers' production lines are equipped with composition brake shoes and vastly simplified brake rigging, compared with locomotives delivered only a few years ago.

● **Now, for older units.** To gain similar advantages and economies for existing locomotives, the mechanical department of the former Atlantic Coast Line developed a device (patent applied for), which permits removal of half the brake rigging on Electro-Motive locomotives with four-wheel trucks. A similar conversion is being developed for application to earlier six-wheel-truck locomotives delivered before locomotives with composition brake shoes were available.

By utilizing the inherent characteristic of high coefficient-of-friction composition brake shoes, it was determined that 8 such shoes could do the work of the previous 16 iron shoes. This permitted elimination of brake connecting straps, elimination of the guides and levers required for clasp brake rigging and conversion of the units to single shoe braking per wheel. It also eliminated prior disassembly of the clasp brake parts for removing either wheels or traction motors.

The key to the scheme was the installation of a rigidly fixed fulcrum located below each inside brake head. This was accomplished by applying a pair of braces to each spring plank safety strap. Then a simple adjustable connection between the fixed fulcrum and the vertical brake lever was applied using existing manual slack adjusters. No changes in air brake valves, piping or levers were necessary.

● **Systems were compatible.** The resulting performance of the new arrangement closely simulates the braking on identical locomotives with the old system. Stop-distance tests were conducted at Waycross, Ga. From these, the railroad concluded that the new arrangement consistently gave stops equal to or shorter than before and produced stop-distance curves of slightly improved braking. This was a desirable condition since it was necessary that the locomotives operate in harmony with other units during the conversion period.

During the first four months of service of the original test unit, careful check was made of wheel wear. Profiles of the tread were periodically traced and revealed an acceptable pattern of wear. ■

James G. Woodruff
C&NW

H. L. Gordon
PRR

R. E. Frame
SP

E. Preston Calvert
Trailmobile

S. M. Latone
GRS

Thomas Evans
GRS

PEOPLE IN THE NEWS

CHESAPEAKE & OHIO-BALTIMORE & OHIO.—The following appointments have been made in the Accounting Department: **H. F. Tourte,** assistant comptroller (C&O-B&O); **A. L. Cummings,** assistant auditor of revenues—reports and statistics (C&O-B&O); J. R. Stone, assistant auditor of expenditures—miscellaneous accounts (C&O-B&O); and **C. R. Vlk, Jr.,** auditor of material accounts (C&O).

The following appointments have been made in the costs and measurements area: **A. M. Link,** director of costs and budgets (C&O-B&O); **R. J. McGee,** manager, costs and budgets—maintenance (C&O-B&O); **J. W. Rach,** manager, costs and budgets—transportation (C&O-B&O); and **E. R. Kingan,** manager, profit margin analysis (C&O-B&O). Messrs. Link, McGee and Rach will continue to maintain headquarters in Baltimore, Md., Mr. Kingan in Cleveland, Ohio. **T. J. Bunker** appointed superintendent of costs, Chicago Terminal (C&O-B&O); and **J. W. Smith** appointed manager contracts (C&O-B&O), with headquarters in Baltimore, Md.

C. C. Hawk appointed manager of financial planning services (C&O-B&O); **J. D. Nevin, III,** senior operations analyst (C&O-B&O); and **P. Pacheco,** senior revenues analyst (C&O-B&O). All will maintain their headquarters in Baltimore.

J. L. Alvord appointed assistant to vice president-operations, operating department (C&O-B&O), with headquarters at Baltimore, succeeding **P. G. Shepherd,** retired. Other C&O-B&O operating department appointments are: **G. B. Kirwan,** superintendent car department-planning, with headquarters at Huntington, W. Va., succeeding **F. B. Findling,** resigned. **J. A. Collins** succeeds Mr. Kirwan as superintendent car department, western region, with headquarters at Cincinnati, Ohio. **C. C. Lane** named car superintendent, Cincinnati, to succeed Mr. Collins, and is succeeded by **H. Hess** as assistant car superintendent, Peru, Indiana.

CHICAGO & NORTH WESTERN.—James G. Woodruff elected vice president-corporate development. Mr. Woodruff has been a member of the road's corporate development staff.

F. R. Van Schwartz named trainmaster, Wisconsin division, Madison, Wis.

GREAT NORTHERN.—John R. Severson, general tax agent, named land and tax commissioner, to succeed **James C. Kenady,** appointed assistant vice president-industrial development (RA, July 3/10, p. 83). **R. H. Brokopp,** land agent, named general land agent, and **H. D. Bergh,** tax agent, becomes general tax agent, both with headquarters at St. Paul.

INTERSTATE COMMERCE COMMISSION.—Thomas J. Byrne, assistant chief of the Section of Railroads, appointed to the newly created post of assistant to **Robert D. Pfahler,** director of the Bureau of Operations. In his new assignment Mr. Byrne will direct the Commission's defense mobilization program. His appointment follows the recent transfer of ICC Defense Coordinator **Kenneth L. Pierson** to the Department of Transportation. Mr. Byrne will be responsible for supervising preparation of national emergency plans covering railroad, motor carrier and inland water carrier utilization and emergency restoration, maintenance and operations. In addition, he will provide advisory services in general railroad and car service matters.

KANSAS CITY SOUTHERN.—George E. Kellogg elected vice president, comptroller and secretary, **Louisiana & Arkansas Railway.** He was elected to the same offices on the KCS in May.

William L. Hill named freight traffic manager-sales, succeeding **Homer B. Halsted,** who retired June 30 after more than 40 years' service.

MILWAUKEE.—Kenneth D. French, freight claim agent, advanced to general freight claim agent, to succeed **Albert H. Ducret,** retired.

Kenneth W. Miller, assistant tax agent, named tax agent, with headquarters continuing at Chicago.

W. R. McPherson, superintendent of transportation-passenger, retired recently after 50 years' service.

MISSOURI PACIFIC.—Edward A. Trapp, general freight agent, St. Louis, retired June 30 after almost 50 years of service.

MISSOURI PACIFIC-TEXAS & PACIFIC.—P. L. Morey named assistant manager-personnel, St. Louis.

Q. D. Pickering appointed assistant general superintendent rules and safety, **MP-T&P** and **Missouri-Illinois,** with headquarters at Chicago.

NEW YORK CENTRAL.—William R. Brooks, assistant manager of pricing since January 1964, appointed to the new position of assistant manager of container market planning.

Ronald Ashton appointed superintendent freight transportation, New York district. Mr. Ashton had been suburban trainmaster for the Hudson and Harlem divisions.

Four New York district police department appointments have been announced: **Vincent B. Curran,** chief of police for the road's Eastern district, Syracuse, N.Y., named chief of police; **Robert R. Wilson** and **Joseph P. Genova** promoted to police captains; **Gerald F. Donnelly** appointed detective lieutenant.

NORFOLK & WESTERN.—Henry C. Wyatt has retired as senior vice president after N&W service which dates back to 1916.

Guy K. Tower has joined the taxation and real estate department as tax attorney.

Paul H. Budde named manager dining and parlor cars, St. Louis, to succeed **Joseph W. Neu,** retired.

G. E. Cotter appointed assistant district sales manager, Jacksonville, Fla.

N. T. Provest district sales manager, Boston, Mass., has retired after a railroad career of more than 41 years.

PENNSYLVANIA.—Frank J. Edzwald appointed superintendent of personnel, Eastern Region, to succeed **Harold W. Manning,** who has retired from the position he held for the past 12 years.

Howard L. Gordon appointed sales manager, Northern District, Buffalo, N.Y. He had been district sales manager, Toledo, Ohio, and succeeds Lee H. Dickman, retiring after 49 years of service with the PRR.

REA LEASING CORP.—Appointed the following general managers: **R. E. Canzoniero,** Eastern Region; **A. L. Shaw,** Western Region; **D. J. Schwall,** Southern Region. **J. A. Davies** named director of equipment acquisition, and **E. B. Bayer,** director of equipment maintenance.

RICHMOND, FREDERICKSBURG & POTOMAC.—The mail address of the recently consolidated mechanical and purchasing department (RA, July 17, p. 44), is Bryan Park Terminal, P.O. Box 11005, Richmond, Va. 23230.

SOUTHERN PACIFIC.—R. E. Frame, division engineer, San Antonio, Tex., appointed chief engineer for **SP's Texas and Louisiana Lines** and **St. Louis Southwestern Railway,** with headquarters at Houston. He succeeds **L. A. Loggins,** retired.

J. Foster, Jr. appointed assistant general superintendent of communications, Houston. **H. W. Kornegay** succeeds Mr. Foster as assistant superintendent of communications, Houston. **W. L. Fagley,** superintendent of communications for **SP's Texas and Louisiana Lines** and **St. Louis Southwestern Railway,** Houston, retired.

Ervin G. Suelflohn, manager of systems research, advanced to manager of data processing. **John W. Downing,** assistant manager of Total Operations Processing System, replaces

J. A. Liddell
Holland Co.

J. B. Dyer
Luminator

Mr. Suelflohn. **Larry Skaff,** supervisor of Specialized Operations, promoted to manager of field data control.

J. J. O'Connor appointed traffic manager-rates and divisions, Houston. Also at Houston, **J. E. Yocham** named general freight agent; **Albert J. Heinrich** and **Lance N. Monk,** assistant general freight agents; **W. M. Clayton, Jr.,** assistant to general freight agent.

SOUTHERN PACIFIC TRANSPORT CO.-SOUTHWESTERN TRANSPORTATION CO.—B. R. Johnson elected president of these companies. **George D. Clark,** president and general manager, retired June 15.

TOLEDO, PEORIA & WESTERN.—Effective July 1, **C. L. Pattison,** executive vice president, assumed jurisdiction over purchases and stores. **R. M. Esslinger** named vice president-personnel, and **D. L. Hughes,** general manager. **A. W. Polich,** chief engineer, assumed jurisdiction over maintenance of equipment on July 1.

UNION PACIFIC.—Carl H. Mertens, general advertising manager, Omaha, retired.

Daniel W. McBride, assistant general claims agent, appointed general claims agent, Omaha, to succeed **Oscar J. Wullstein,** retired.

SUPPLY TRADE

E. Preston Calvert has been appointed vice president, public relations, **Trailmobile Divison** of **Pullman Incorporated.** Mr. Calvert's new assignment is in addition to his duties as vice president, public relations, **Pullman-Standard Division.**

General Railway Signal Co. has opened two new offices: in Boston, Mass., and in St. Paul, Minn. **S. M. Latone** will be in charge of the Boston office, and **Thomas Evans** will head the St. Paul office.

J. A. Liddell has been named general sales manager for the **Holland Co., Freight Division,** Chicago.

J. Bass Dyer has been named vice president, transportation lighting, for **Luminator, Inc.** Mr. Dyer formerly was sales manager, transportation products, for Luminator.

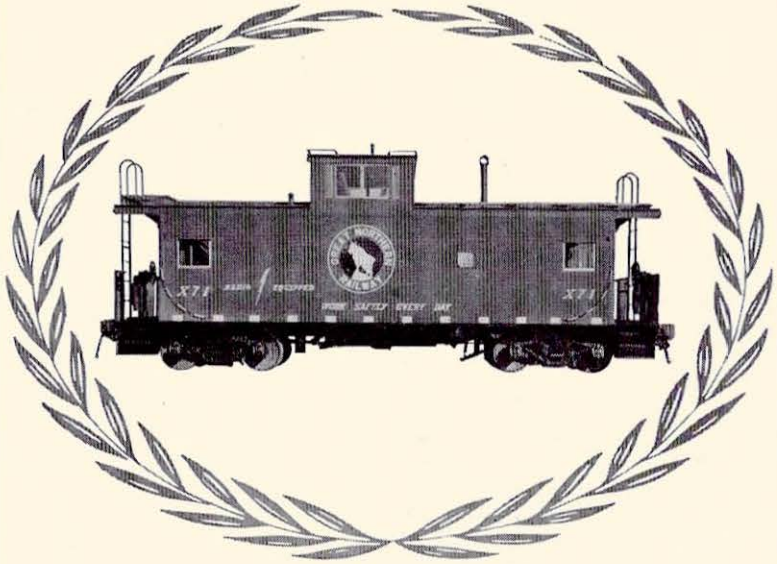
John E. Rogers, formerly circulation manager for all publications of the **Simmons-Boardman Publishing Corp.,** has been promoted to director of circulation.

OBITUARY

Arthur C. White, retired assistant traffic manager, **Detroit & Toledo Shore Line,** died July 2.

GREAT NORTHERN RAILWAY

RE-ORDERS
INTERNATIONAL
CABOOSES



Again and again, leading lines like the Great Northern re-order International Caboose Cars. Obviously they recognize why we have become the industry's largest independent caboose car builders. Sound construction. Economical operation. Attention to crew comfort. Features appreciated both by railway management and the railroad brotherhoods.

Other railroads that have consistently re-ordered International Caboose Cars include the following: *B&M, BRC, C&EI, CBQ, CNW, CRIP, D&H, EJ&E, GBW, GM&O, GTW, LIRR, MEC, SAL, SOO, SP, SSW, TRRA, UP.*

INTERNATIONAL CAR CORP.
835 ENGLEWOOD AVENUE • BUFFALO, N. Y. 14223

MEMBER RPI RAILWAY PROGRESS INSTITUTE

A Railroad Subsidiary of Nationwide Industries, Inc.
Other railroad subsidiaries of Nationwide Industries, Inc.: RAMCO/Nationwide Railroad Leasing, Inc.

Circle 10 on reader service coupon

LETTERS FROM READERS

Who pays?

Flushing, N.Y.

To the Editor:

There are politicians who keep saying that any new merger must include the bankrupt line that serves people of their state, so that they won't have to do anything else about the problem that should be theirs in the first place. It is always nicer to let some one else do your work for you. Of course, these same politicians rave that umpteen dollars must be spent on a new airport which they use along with less than 10% of the populace, and everybody in the state must go along with this. It would seem their motto is, "Never pay for what you can get somebody else to pay for."

Elliott M. Kahn

For the record

Corning, N.Y.

To the Editor:

In reading your very excellent June 19 article on United Aircraft's TurboTrain (p.25) we noted that you listed the windows as being supplied by Pittsburgh Plate Glass. We would like to point out . . . that all windows on the TurboTrain, with the exception of the windshield itself, are curved, laminated CHEMCOR glass made by Corning Glass Works. . . .

Peter H. Gardner
Supervisor
Advertising and Promotion
Industrial Products Department
Corning Glass Works

Railroaders and planes

Birmingham, Mich.

To the Editor:

Kudos to you on your "Not all pie in the sky" comment in the May 8 issue [p. 32]. Our railroad executives and personnel have by and large deserted the passenger trains, leaving them to those of us who still believe in this means of conveyance. Possibly if they used them regularly, positive attitudes regarding cleanliness, service, etc., would be the result.

Railway Age is a great magazine. Keep up the wonderful job of reporting and editorializing.

Roderic E. Righter

Union, N.J.

To the Editor

In reference to the exodus of enthusiastic participants in the recent Pittsburgh mass transportation conference flocking to airlines.

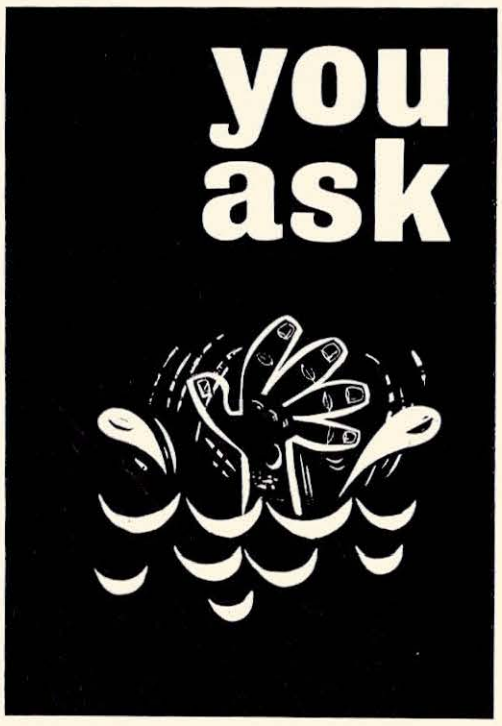
I am reminded of the Baldwin engineers for "Train X" in Cleveland several years ago who, after completion of their observations, reserved air transportation back to Philadelphia, although the "Train X" engineer told them that the Central had several good trains that could return them to their destination.

My own practice was to ride air to my remote assignments, trans-Atlantic or trans-Caribbean, and return by more restful steamer or train.

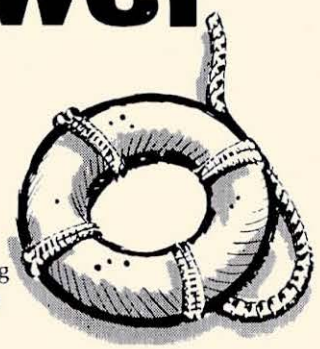
I remember with pleasure returning from Jamaica by air to Miami, then taking the "Silver Star" back home. Then I had opportunity to read or study or just gaze at the passing scenery —from a roomette—in solid comfort.

Yes, I am a railfan.

Burney K. Martin



we answer



When an urgent call is heard, we answer it. That's the way our trackwork department operates. No delays. No evasive tactics. If you have a job in the shop, in seconds you'll be talking directly to the skipper who can pinpoint production progress on your work.

If your call is for information on prices, capability, scheduling, specifications, deadline commitment or custom work, you'll get an "on board," straight answer. We won't say we can, if we can't. If we say we can, we will. If that's the kind of trackwork service you want, dial (717) 243-2454 . . . and ASK.

SOLID MANGANESE FROGS • SOLID MANGANESE SELF-GUARDED FROGS • RAILBOUND MANGANESE FROGS • SOLID MANGANESE AND MANGANESE INSERT CROSSINGS • MANGANESE ONE PIECE RAIL GUARDS

Products of Manganese Steel

FROG, SWITCH & MANUFACTURING CO.
CARLISLE, PENNA. 17013 / PHONE: (717) 243-2454

Circle 11 on reader service coupon

MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended July 15 were not available as this issue went to press.

PIGGYBACK CARLOADINGS.—U.S. piggyback loadings for the week ended July 8 totaled 18,962 cars, carrying 30,944 trailers, compared with 18,843 cars, carrying 30,333 trailers, in the corresponding 1966 week. Loadings for 1967 up to July 8 totaled 605,075 cars, carrying 995,563 trailers compared with 582,359 cars, carrying 961,487 trailers, in the corresponding period of 1966.

IN CANADA—Carloadings for the nine-day period ended June 30 totaled 110,713 cars, compared with 79,661 for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
June 30, 1967	110,713	30,679
June 30, 1966	117,377	33,128
Cumulative Totals		
June 30, 1967	1,891,613	647,095
June 30, 1966	2,023,280	665,932

NYCTA plays it cool

A big new air-conditioning market may be opening up on the New York City Transit Authority's subway system. Last week NYCTA tested its first air-conditioned subway cars.

Mayor John Lindsay, who rode one of the four test cars, said that if the experiments are successful, 200 new air-conditioned cars will be ordered for delivery in 1969. It costs $40,000 to equip each of the cars (whose basic cost is around $125,000) with air conditioning equipment. For a 200-car order, the additional cost would thus be in the neighborhood of $8 million.

Air conditioning, Mayor Lindsay commented, might help to lower the "hostility index" of transit riders. As he sees it, the cost of air conditioning might be returned by an increase in revenues.

NYCTA's total fleet includes about 4,000 cars. It has been estimated that the air conditioning of the entire system might add $20 million a year to the Transit Authority's electricity bill, in addition to the initial cost of equipping the cars.

FREIGHT TRAIN CARS

► *Bessemer & Lake Erie.*—Ordered 25 52-foot, 125-ton coil cars from Evans Products' Transportation Equipment Group for delivery about Aug. 1. Fifteen of the cars will have lift-off covers and 10 will be equipped with integral, permanently attached hoods.

► *General American.*—Will spend a minimum of $46 million in 1967 for additions to its freight-car fleet. This was disclosed with the announcement that General American had filed with the Securities and Exchange Commission a registration statement relating to a proposed offering of $25 million principal amount of equipment trust certificates due Aug. 1, 1987. The certificates will be secured by 1,690 railroad cars, including 1,603 tank cars and 87 Airslide and other special covered hopper cars.

► *Miller Brewing Co.*—Leased 68 styrofoam-insulated, 50-foot box cars from General American. The Miller fleet of beverage carriers now totals 418. The first 350 cars were leased from GATX in 1962.

► *Santa Fe.*—Ordered 10 50-foot, 100-ton coil cars from Evans Products' Transportation Equipment Group for delivery this month. The cars, to be used for hauling aluminum, are equipped with two 24-foot troughs and with lift-off covers.

PIGGYBACK

► *Trailer Train.*—Placed orders for an additional 265 89-ft, standard-level cars. Pullman-Standard will supply 140, Bethlehem 75 and ACF 50. TTX orders since Jan. 1 now total 2,967 cars. The TTX fleet includes 40,930 cars in service or on order.

FOREIGN

► *Saudi Arabia.*—The Saudi Government Railroad has ordered from General Motors, for delivery in early 1968, five 1100/1000-hp, G18, diesel-electric switchers.

NEW FACILITIES

► *Bay Area Rapid Transit.*—The Signal and Communications Division of WABCO will supply eight complete laser-beam automatic car identification systems for installation on the BART transit complex. The order was placed by Westinghouse Electric Corp., which has the master contract. WABCO's system uses laser-beam projection to the sides of railroad cars to "read" a predetermined code from a reflective strip on the side of each car; it is effective up to 80 mph.

► *Cleveland Transit System.*—Will advertise bids for installation of signal equipment, construction of a substation building and rectifier equipment, and for track construction on the airport extension. Estimated cost of track work is $1 million, of signal work, $500,000, of substation work $125,000. Contracts were delayed by a strike of operating engineers who run heavy equipment for construction contractors.

► *Port Authority Trans-Hudson.*—Ordered signal equipment from the Signal and Communications Division, WABCO, for use in the Aldene Plan, which involves the rerouting of passenger trains of the Jersey Central into Pennsylvania Station at Newark, N.J.

YOU OUGHT TO KNOW

High-speed cars unveiled: In Philadelphia last week, the Budd Co. held the first public showing of the new luxury cars it is building (at a cost of more than $400,000 apiece) for experimental high-speed service between New York and Washington. Both Department of Transportation and Pennsylvania Railroad officials said it now seemed certain that the new runs would begin next Oct. 29. James A. Miller, Budd's Railway Division vice president and general manager, and other Budd officials conducted a large gathering of press and industry representatives past assembly lines where 30 cars are in various stages of construction. A completed car, with airplane-type reclining seats and floor-to-ceiling carpeting, was also inspected. Dr. Robert A. Nelson, director of D.O.T.'s Office of High-Speed Ground Transportation, expressed confidence that the new trains would produce a sufficient return on investment to encourage the acquisition of more such equipment. A total of 50 cars—40 coaches and 10 parlor cars—will be provided under the initial contract.

NYC shows off new yard: New York Central last week gave 100 top railway engineering officers a tour of the site of its new $25-million Alfred E. Perlman electronic classification yard at Selkirk, N.Y. Charles T. Popma, NYC's assistant vice president — engineering, told the visitors (members of two committees of the American Railroad Engineering Association) that the yard will be completed in July 1968. The yard, named for the railroad's president, will utilize an advanced design digital computer to log and route inbound freight cars automatically. It will have a 70-track classification area, a total capacity of 7,973 cars and will be able to switch approximately 3,000 cars per day.

Pullman, Inc., net drops: Net income of $4,969,263, or $1.09 a share, has been reported by Pullman, Inc., and its consolidated subsidiaries for the second quarter of 1967. That compares with net income of $6,842,637, or $1.50 a share, in the comparable 1966 period. Sales and other revenues rose in the 1967 second quarter to $201,259,907, compared with $191,582,586 in the second quarter last year. Net income for the first half of 1967 was $10,415,020, or $2.28 a share, compared with $11,989,489, or $2.63 a share, in the 1966 first half.

AMSTED again in a buying mood: AMSTED Industries has offered to purchase the 326,305 outstanding shares of the Macwhyte Company, Kenosha, Wis., for $41.50 per share. Macwhyte manufactures wire rope, slings, aircraft cable and tie rods; its net income in 1966 was $956,284, equal to $2.94 per share. AMSTED is a diversified manufacturer of industrial products and a major railway supplier. In December 1966 AMSTED purchased the Litho-Strip Corp. of Chicago.

UP offers meal-travel ticket: Union Pacific now offers meals and transportation under a new "Uni-Pac" ticket. The ticket is available optionally for use on UP domeliners, "City of Los Angeles" and "Challenger" between Chicago, Omaha, and Los Angeles. Passenger pays one fare and gets transportation in a reserved-seat, leg-rest coach with pillow and meals. For Pullman accommodations, the fare is based on the first-class rate plus Pullman charges.

Red ink for the Reading: Declining traffic and rising costs turned the Reading's ink from black to red in this year's first half. The company's operations produced a net income deficit of $3,085,000 in 1967's first six months, compared with a net income of $686,000 in the corresponding 1966 period. Operating revenues dropped from $52,755,000 to $51,221,000; operating expenses rose from $42,597,000 to $44,257,000.

Truck tonnage: Intercity truck tonnage in the holiday week ended July 8 was 23.4% below that of the previous week and 8.7% below the volume in the corresponding week of 1966, according to American Trucking Associations.

Current statistics

Net Income	
3 mos., 1967	$120,000,000
3 mos., 1966	172,000,000
Carloadings, revenue freight	
27 wks., 1967	14,400,520
27 wks., 1966	15,063,233
Freight cars on order	
June 1, 1967	32,493
June 1, 1966	61,229
Freight cars delivered	
5 mos., 1967	39,129
5 mos., 1966	36,743
Serviceable cars	
June 1, 1967	1,419,210
June 1, 1966	1,412,244

Barriger optimistic on future of M-K-T

"Since mid-March I have believed that the M-K-T's period of crisis has passed," the road's president, John W. Barriger, told the New York Society of Security Analysts on July 14.

"Within a decade," he assured the analysts, "M-K-T's main lines will be developed up to the best standards of the railroads in its territory, and its operating revenues will show a steady rate of growth averaging around $5,000,000 per year. As a result, Katy will present a good record of operating performance and efficiency, and ability to convert a satisfactory proportion of gross revenues into net railway operating income."

• **Achievements.** As reasons for his optimism, Barriger cited the Katy's achievements in track rehabilitation and in repair or acquisition of motive power and freight cars since he assumed the road's presidency on March 11, 1965.

This year's track program, he said, calls for inserting 400,000 new crossties and 5,000 cars of ballast, mostly on the 360-mile segment from Parsons, Kan., to Machens, just outside St. Louis. Up to June 30, these objectives had been nearly 50% fulfilled, and 13 miles of new 115-lb rail bought last year had been laid. This work, plus rehabilitation of the Denton and Joplin branches, follows a 1965 track program centered on the Kansas City-Denison line and 1966 improvements to main-line mileage in Texas.

Classified repairs to about four out of five of the road's older locomotives, and acquisition of 12 new units, have led "to important expense reductions, and to improved transportation performance, efficiency and economy."

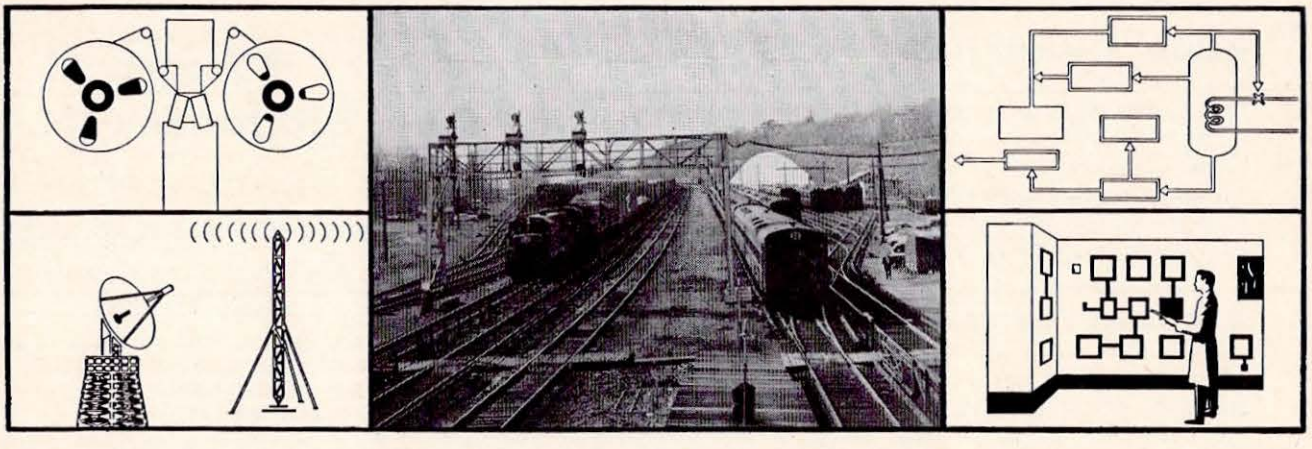
• **Cars as salesmen.** Most optimistic of all Barriger's remarks were centered, however, on the Katy's success in building toward a largely modern fleet of 12,000 freight cars.

"The road considers that freight cars are its most effective salesmen; with a fleet of 12,000 fine cars, Katy believes it will be assured of the traffic volume necessary for its success." Included in the enlarged fleet which is the road's objective will be some 7,000 pre-1965 cars, most of them rebuilt or heavily repaired; 3,800 new ones of various types but nearly all of high capacity acquired primarily on long-term lease since 1965; and from 1,200 to 1,500 more to be acquired this year or next.

• **Service.** Katy, Barriger frankly told the analysts, "is a light traffic line. M-K-T trains have a capacity to meet a 25% increase in traffic before additional train-miles will be required, or more switching service added.

"Faster service is offered by M-K-T's principal competitors, but what Katy provides appears adequate for development of the business required for present revenue goals"—which he set at $60,000,000 for 1967.

"As an offset to its secondary rank in speed and transit time, Katy is developing a good reputation for dependability of the schedules it does provide. Some important shippers are reporting that Katy occupies first place in this respect among the railroads they use." ■



ITT's Service Associate is doing jobs all over the yard

Our long experience with advanced communications methods and computerized control techniques can help solve your problems in communications and control.

We leave the yard, too, and take to the high road to provide you with what's really new in design, installation, operation and maintenance.

Communications, control, carrier, microwave, and coaxial cable. That's us —

ITT's Service Associate, Federal Electric Corporation, 621 Industrial Avenue, Paramus, N.J. 07652 (201) 261-7200

ITT

Circle 12 on reader service coupon

WATCHING **WASHINGTON** WITH WALTER TAFT

TAFT

INDOCTRINATION—Dale W. Hardin and Grant E. Syphers are pretty well indoctrinated for their new roles as members of the ICC. They are scheduled to assume those roles this week, taking their oaths as successors, in turn, to former Commissioner Charles A. Webb and Commissioner Abe McGregor Goff (RA, June 19, p. 64). Webb left the Commission March 31 to become president of the National Association of Motor Bus Owners. Goff, whose term expired at the end of last year, has remained on the job under that provision of the Interstate Commerce Act which leaves a commissioner in office until his successor qualifies.

The indoctrination of the new commissioners came from members of the Senate's Commerce Committee at recent hearings on their appointments. The senators reminded them that the Commission is an agency of Congress—not part of the Executive Department, even though the President nominates commissioners for confirmation by the Senate.

CONGRESS IS BOSS—The emphasis on the Commission's role as an agency of Congress was supplied principally by the Senate Committee's chairman—Senator Warren G. Magnuson (D.-Wash.). "Too many times, commissioners forget that the regulatory agencies are arms of Congress," Magnuson said. He proceeded to ask Hardin and Syphers this question: "Do you understand this, and that you should have a great deal of liaison with Congress and this Committee?"

Syphers, who has been a member of the staff of California's Public Utilities Commission, assured the Senator that he has stressed that relationship in moonlighting as a part-time college professor. And Hardin said he, too, has a full understanding of the situation. He gained it from his former service on the Commission's staff as Congressional liaison officer.

PROPER INQUIRIES ONLY—Chairman Magnuson then followed through to make a record to the effect that the new commissioners would feel no qualms about being contacted by members of Congress about the status of pending cases. The Senator hastened to add that he was not proposing contacts about prospective rulings in pending cases—just their status. He also said that most of the inquiries he gets comes from government agencies in his home state of Washington, principally its Utilities and Transportation Commission.

SENATORIAL CONCERNS—The hearing also reflected senatorial concerns about freight-car shortages, curtailment of passenger services, and mergers. As to freight-car shortages, Magnuson noted that Congress last year passed the so-called Incentive Per Diem Act, giving the ICC power to add an incentive factor to charges for rental of freight cars by railroads. He told Hardin and Syphers that the Committee is going to keep track of how the Commission uses this power. And he expressed hope that the new commissioners would let the Committee know if the Commission still lacks adequate authority in this area—"and we'll do something about it." Concern about curtailment of passenger service was expressed principally by Senator Norris Cotton (R.-N.H.) who said the last passenger train had left his state.

The merger situation was brought up by Chairman Magnuson who said the 1958 Transportation Act contemplated that the impact of its train-off provision would be mitigated by mergers. Since there is nothing in the 1958 Act about mergers, the chairman was probably recalling some of that Act's legislative history. Somewhere in the committee hearings and floor debates, someone probably said the mergers would produce stronger railroads which should be able to maintain more losing passenger services than can be sustained now.

Freight and Passenger Car Charts

These charts are very helpful to AAR billing clerks, mechanical engineers, purchasing and stores personnel, car inspectors, write-up men, car foremen, and anyone else who needs a knowledge of car parts and their relation to each other.

The charts include a cutaway diagram of the car and a listing of important parts with arrows showing where the part is located. These charts are a part of standard training programs used on a number of major railroads.

$2 each
$10 for any six

If you are not satisfied

YOUR MONEY WILL BE REFUNDED

if you return the charts to us within 30 days

THE RAILWAY EDUCATIONAL BUREAU
1809 CAPITOL AVENUE
OMAHA 2, NEBRASKA

Please send the charts I have checked below. If I am not satisfied I will return the charts within 30 days for a full refund. I enclose a check or money order for $2.00 for each chart or $10.00 for any six charts.

- ☐ Streamlined light weight passenger car (16x25 inches)
- ☐ Covered hopper car (20x30 inches)
- ☑ Box car, AAR standard 40 ft. (23x25 inches)
- ☐ Air conditioned chair car, 1930 design (18x35 inches)
- ☐ Tank Car (22x35 inches)
- ☐ Refrigerator Car, wood sheathed, steel underframe, 1920 design (14x20 inches)

7/24/67

Name_____

Address_____

City_____ State_____

_____ RR _____

Advertisers' Index

Abex Corporation 3
Abex Corporation, Railroad Products Division .... BC
Brenco Incorporated 6
Dorsey Trailers,
A Subsidiary of The Dorsey Corporation ..... IFC
Federal Electric Corporation,
(ITT Service Associate) 35
Frog, Switch & Mfg., Co. 32
Humble Oil & Refining Company 9
International Car Corp. 31
International – Stanley Corporation 13
National Castings Division,
Midland-Ross Corporation 14-15
Symington Div. of Symington Wayne ..... IBC
Wabco-Mass Transit Center,
Westinghouse Air Brake Company 26-27
Westinghouse Brake and Signal Company Ltd. 4

RAILROAD FIELD TECHNICIAN INDIA

To supervise installation of a centralized traffic control system on the Northeast Frontier Railway of India. Will assure compliance with contract, provide for the procurement of material and documentation release, and conduct maintenance training during guarantee period. Will act as liaison between GRS, the railway and subcontractor. Duration of assignment about two years.

Must be familiar with and understand operation of C.T.C. circuitry and construction. Experience should include positions of signal foreman, maintainer or supervisor.

U.S. Citizenship required

Reply with resume to: Mr. Charles B. Wicktor

GENERAL RAILWAY SIGNAL CO.

P.O. Box 600
Rochester, New York 14602

An equal opportunity employer.

IF YOU ARE MOVING . . .

ATTACH ADDRESS LABEL HERE

We need 5 weeks notice before change of address becomes effective. Attach mailing label here (but in any case give us complete old address) and write new address below. Mail to:

RAILWAY AGE
P.O. Box 961 Bristol, Conn. 06010

Name .....

Address .....

City, State, ZIP .....

FOR SALE

Two used 50 ton differential air dump cars. 33 cu. yds. capacity. Located Ohio.

Consolidated Ry. Equipment Co.
105 W. Madison Street
Chicago 60602
Phone 312-346-4550

"Have fourteen 1965 S.H.P.X. Covered Hopper cars, Center Flow, 3500 C.F. Capacity, 100 tons, series 61474-61487, open for lease, six years, balance of contract. Specification No. 75-02425.

Write or call our office, or SHPX Div. of A.C.F. c/o Mr. Howard, Mr. Chiesa, Chicago, Ill. 60606."

Draftsman Wanted

For Frog, Switch and Forge plant. Want good all around man with engineering and accounting aptitude. Should be accurate in your figures and good working knowledge of mathematics especially trigonometry. Experience in designing railroad track material desirable but not necessary.

Write giving experience and name of last employer, martial status and age. Liberal salary if you have the ability. All replys confidential. Write to Mr. L. Nelson. 2550-40th West Seattle, Washington 98199

Gannett, Fleming, Corddry & Carpenter, Inc.

Engineers

TRANSPORTATION,
RAIL-RAPID TRANSIT, HIGHWAYS

Water, Sewage, Bridges
Airports, Traffic and Parking
Appraisals, Investigations and Reports

HARRISBURG, PA.

Philadelphia, Pa. • Daytona Beach, Fla. • Pittsburgh, Pa. • Medellin, Colombia, S.A.

FOR SALE

43	70 TON CAPACITY GONDOLA CARS COMPLETELY REBUILT IN 1966	52'6" ALL STEEL
5	50 TON CAPACITY BOX CARS WITH NEW ROOFS AND NEW 8'0" DOORS COMPLETELY REBUILT	40'6" ALL STEEL

LURIA BROTHERS & COMPANY, INC.
10 South Fifth Avenue
West Reading, Penna.
215 373-5221

Advertising Sales Department

C. J. Fisher, vice president—sales, New York

New York, N. Y. 10007,
30 Church St., (212) 964-3060
W. A. Cubbage—regional sales manager
Charles E. Keil—advertising sales representative

Chicago, Ill. 60604,
14 E. Jackson Blvd.
(312) 427-3501
J. R. Thompson—vice president;
K. F. Sheeran—regional vice president;
Michael C. Shea—manager railway sales
John M. Brennan, Peter Hoagland—advertising sales representatives

Lakewood, Ohio 44107,
12700 Lake Ave., Apt. 1310
(216) 226-8038
Harry H. Melville—vice president

Pittsburgh, Pa. 15219, Room 720,
(412) 471-7871
Frick Building
William M. Champion—district manager
Ross Mandic—advertising sales representative

Atlanta, Ga. 30309,
22 Eighth St., N. E.,
TRinity 2-6720—J. S. Crane

Dallas, Tex. 75219,
3636 Cedar Springs (#207)
(214) 521-2322
Joseph Sanders

Los Angeles, Cal. 90017,
1313 West Eighth St.
(213) 483-8414
Fred Klaner, Jr.

San Francisco, Cal. 94133,
515 Pacific Ave.
(415) 421-7004
Lewis A. Vogler & Co.

London S. W. 1, England
TRafalgar 6318
67/68 Jermyn St., St. James's
Max F. Holsinger, Peter Clifton, F. E. Mizen

Manchester 22, England
Haletop
Wythenshawe Civic Center
Ian Goulden

Paris, 8e, France
70 Rue de Ponthieu
Philippe Chaudron

4 Düsseldorf-Rath
Eitelstrasse 32
Max F. Holsinger,
E. Hillerbrand, Herbert Haibt,
C. W. Schmidt, Reinhard Schomburg

Tokyo, Japan
Sun Gain Shia, Ltd.
Shiba Nikkatsu Bldg.
13, Shiba Park
Minato-Ku
C. H. Yiu, Managing Director

VIEWPOINT

The strike that shouldn't have been

It was two weeks before Doc Wolfe's scheduled official retirement. It was a few days after Defense Secretary McNamara returned from another tour of Vietnam, and a few days after Congress returned from a Fourth-of-July holiday. It was about a year and a half from the time when President Johnson promised that ways would be found to deal with the problem of strikes "which threaten irreparable damage to the national interest."

It was, to be exact, 12:01 a.m. on Sunday, July 16. It was the moment that a series of "spontaneous" strikes of railroad shopcraft employees began.

If it also proved to be the end of what the labor organizations like to refer to as "free" collective bargaining in the railroad industry, the organizations and their members will have nobody but themselves to applaud, curse or whatever their pleasure may be.

Faith and hope—down the drain

When the operating brotherhoods, a few years ago, sailed on to disaster, compulsory arbitration was applied in the railroad industry for the first time in peacetime. Major elements of the work-rules dispute were disposed of. Men in places of power talked then of finding ways and means of making sure such crises didn't again develop. But there was no action taken. Even the talk faded away.

There was, perhaps, a tendency to regard the rules dispute as a once-in-a-lifetime affair. Perhaps it had to be recognized that deep, gut issues—jobs, the very futures of men and their families—were involved. Perhaps men and organizations were to be entitled to some leeway, the benefit of a doubt, where such considerations existed.

Now, however, it should be abundantly clear that the once-in-a-lifetime hope was a false one. It should also be clear that crisis tactics can be applied to many kinds of disputes, not just those with deep roots of the work-rules dispute. There had been a conviction—based on the experience of recent years—that wage cases could be settled without major difficulties, and certainly without the disruption of operations. The shopcrafts exploded that conviction and showed it up as wishful thinking.

Meantime, all those people—in and out of rail labor—who doubted that there could be, ever again, a nationwide rail tieup were proved wrong. All those people who counted on the organizations' good sense, all those who kept insisting "but there's a war on. . ." got their come-uppance. And all those who had been pleading for a return to reason in rail labor affairs got a kick square in the midsection.

So, now, there will be mediation to finality in the shopcraft dispute. But what about the future? Can the senseless approach of leaping from crisis to crisis be abandoned? Will the Administration and the Congress have both the wisdom and the courage to draft a program which will be fair and equitable to both rail management and rail labor and, above all, to the public interest?

The need is apparent. Existing machinery for the settlement of disputes is not adequate. Government which does not recognize this is government which ignores the record.

It is as Great Northern President John Budd put it: "New and realistic guidelines for the settlement of future employee-management disputes in our industry, without crippling strikes, are urgently needed." And if the Administration and the Congress want an even more specific outline of railroad-industry thinking, there's this, from Santa Fe President John Reed: "We still feel that Congress should make the recommendations of emergency boards final and binding on unions and railroad management alike, with all strikes in the industry prohibited."

How many choices? Only two

Despite the fact that there's an election coming up next year, it could be hoped that this Administration and this Congress will move ahead, with the public interest uppermost, to provide the required protection against future rail-transportation tieups. Such action has to come some day—and it might as well be now.

Government, it would appear, has two rather clear-cut alternatives. It can continue to ignore the over-all problem and find itself periodically caught short. Then things will continue to happen as they did on the weekend of July 15-16. Or it can proceed to the drafting of rational, logical legislation to insure against the interruption of vital transportation services. Two choices: Only the latter makes sense.

symington completes the picture

Complete Your Car Construction Picture with QUALITY Components from Symington.

You have the reputation for wanting the best freight cars—so, naturally, you want the best built components. Components you can count on come from Symington. They help you establish customer satisfaction—that extra something that spells repeat customers—repeat because they are satisfied customers.

There's a lot of Symington in a good freight car.

- COUPLERS
- YOKES
- STRIKERS
- TRUCKS
- BOLSTER CENTER FILLERS
- SIDE FRAMES
- SNUBBERS

The difference is Symington . . . Better Design, Better Engineering, Better Durability, Best Service.

SYMINGTON WAYNE TRANSPORTATION EQUIPMENT

symington division

SYMINGTON WAYNE CORPORATION

332 South Michigan Avenue • Chicago, Illinois 60604

Chicago • New York • Boston • Baltimore • Philadelphia • Depew, N. Y.
San Francisco • St. Louis • In Canada: W. K. Davidson & Co., Ltd., Montreal

Circle 2 on reader service coupon

We run through Racor switches on purpose (and make money doing it).

This is one way the Clinchfield Railroad uses Racor No. 22 switch stands—and they have used them since 1952. All normally used tracks in all yards are equipped with No. 22 stands—painted yellow to alert crews.

The 392 Racor switch stands in service on the Clinchfield add to profits through long life, substantial savings in crew time, safe operation and faster yard train handling—all with routine maintenance.

The Racor® automatic switch stand is simplicity itself. In trailing movements, switches can be run through repeatedly. Wheel flanges open the points. The stand does the rest.

Time-saving, cost-cutting switching has helped Clinchfield to attain a low operating ratio. It also is one of many ways Abex contributes to today's more dynamic railroading. Get in touch with your Abex representative.

Abex
CORPORATION

Railroad Products Division

530 FIFTH AVENUE, NEW YORK, N.Y. 10036

Circle 3 on reader service coupon